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THE ARMY.

WAR DEPARTMENT.

W. W. Belknap, Secretary of War.

ADJUTANT-GENERAL'S OFFICE.

Brigadier-General E. D. Townsend, Adjutant-General.

ABSTRACT OF SPECIAL ORDERS

Issued from the Adjutant-General's Office for the week ending August 26, 1872.

Tuesday, August 20.

Discharged.—Private Olaf M. Hanks, Company B, Twenty-first Infantry; Private Charles An, U. S. Military Academy detachment of Artillery; Chief Musician Ottavio D. Conterno, Third Cavalry; Hospital Steward Patrick Griffin, U. S. Army.

Transferred.—Private Thomas Aughey, Company C, Battalion of Engineers U. S. Army, awaiting trial for desertion, is hereby restored to duty without trial, and transferred to Company G, Fourth Infantry.

On the recommendation of the Chief of Engineers, First Lieutenant Frederick A. Mahan, Corps of Engineers, will proceed to Cincinnati, Ohio, and report to Major W. E. Merrill, Corps of Engineers, for duty under his immediate orders.

Hospital Steward Maurits Ten Brink, U. S. Army, recently appointed from Company H, Thirteenth Infantry, will, upon receipt of this order, proceed to headquarters Department of Arizona, and report to the commanding officer of that department for assignment to duty.

Wednesday, August 21.

Discharged.—By direction of the President, Private Henry Lewis, Company F, Fifth Cavalry; Sergeant John McManus, Company L, Seventh Cavalry.

Captain John S. Poland, Sixth Infantry, is hereby relieved from duty at the U. S. Military Academy, to take effect the 28th instant, and will join his company.

Thursday, August 22.

Captain Robert N. Scott, Third Artillery, is hereby relieved from duty at the Bishop Seabury Mission, Faribault, Minnesota, to take effect October 1, 1872, and will join his proper station.

Discharged.—Hospital Steward Louis Rademacher, U. S. Army.

The leave of absence granted Second Lieutenant A. M. Wetherill, Sixth Infantry, in Special Orders No. 138, July 13, 1872, from headquarters Department of Dakota, is extended three months.

The leave of absence granted Major James F. Wade, Ninth Cavalry, in Special Orders No. 7, January 9, 1872, from this office, is extended sixty days.

Leave of absence for three months is granted Captain John Mendenhall, Fourth Artillery.

On the recommendation of the Surgeon-General, Assistant Surgeon Carlos Carvallo will report in person to the commanding general Department of the Lakes for assignment to duty.

Friday, August 23.

A board, to consist of Surgeon Josiah Simpson, Surgeon T. A. McParlin, Assistant Surgeon J. A. Fitzgerald, will assemble at the U. S. Military Academy, West Point, New York, on the 26th day of August, 1872, to examine into the physical qualifications of candidates for admission into the Academy. A report of the proceedings of the board will be forwarded to the Secretary of War, through the Superintendent of the Military Academy, and special reports will be made in the cases of those deemed to be physically unfit for the military service. The junior member of the board will act as recorder.

Discharged.—Private Joseph Waters, Company L, Sixth Cavalry; Private William Masterson, Company G, Tenth Infantry; Private Francis W. Quinn, Company I, Twenty-second Infantry; Private Michael Muller, General Service U. S. Army, Fort Columbus, New York harbor.

The following named officers are assigned to the charge of disbursing offices, under War Department General Orders No. 79, of 1872. They will proceed to their respective stations with the least practicable delay, and thence report arrival to the Adjutant-General of the Army: Major Robert S. La Motte, Thirteenth Infantry, at Louisville, Ky.; Major Peter T. Swaine, Second Infantry, at St. Louis, Missouri; Major William H. Brown, Eighteenth Infantry, at Nashville, Tennessee; Major George Gibson, Fifth Infantry, at Memphis, Tennessee; Major Edwin F. Townsend, Ninth Infantry, at Vicksburg, Mississippi; Major A. K. Arnold, Sixth Cavalry, at Natchez, Mississippi; Major John K. Mizner, Fourth Cavalry, at New Orleans, Louisiana.

Saturday, August 24.

A board of examination having found Captain Edward S. Meyer, Ninth Cavalry, incapacitated for active service by reason of a gunshot wound received at the battle of Chancellorsville, Virginia, May 3, 1863, the President directs that his name be placed upon the list of retired officers of that class in which the disability results from long and faithful service, or from wounds or injury received in the line of duty, in conformity with sections 16 and 17 of the act of August 3, 1861.

Leave of absence for six months is granted First Lieutenant Edward B. Northrup, Seventeenth Infantry.

Monday, August 26.

In conformity with section 3 of the act of March 3, 1851, Captain Tully McCrea, First Artillery, is on the recommendation of the board of commissioners of the Soldiers' Home, detailed as deputy governor of the Soldiers' Home, vice Colonel A. T. Lee (retired), relieved at his own request, and will report for duty accordingly.

Discharged.—Hospital Steward Joseph S. Fitzgerald, U. S. Army.

Second Lieutenant H. W. Howgate, Twentieth Infantry, acting signal officer, is hereby appointed to act as inspector on certain unserviceable quartermaster's and ordnance stores and camp and garrison equipage for which First Lieutenant Henry Jackson, Seventh Cavalry, acting signal officer, property and disbursing officer of the Signal Office, is responsible.

CHANGES OF STATIONS.

The following is a list of the changes of stations of troops reported at the War Department since last report:

Company G, Seventh Cavalry, from Spartansburgh, S. C., to Laurensville, S. C.

Companies L and M, Third Artillery, from Fort Jefferson, Fla., to Fort Barrancas, Fla.

Company F, Fourth Artillery, from Fort Washington, Md., to Fort McHenry, Md.

Company I, Eighteenth Infantry, from Columbia, S. C., to Laurensville, S. C.

Company I, Twenty-fifth Infantry, from Fort Stockton, Tex., to Fort Gibson, Ind. Ter.

Post Established.—Laurensville, S. C., August 21, 1872.

Post Discontinued.—Fort Ransom, D. T., July 31, 1872.

ORDNANCE DEPARTMENT.

Brig.-Gen. Alex. B. Dyer, Chief of Ordnance.

A letter from the Ordnance office states that the sword authorized to be worn with the new uniform will be furnished officers of infantry and artillery from the nearest arsenal or ordnance depot, at cost price, as soon as they can be manufactured.

DEPARTMENT OF THE GULF.

Colonel W. H. Emory: Headquarters, New Orleans, La.

Sixteenth Infantry.—We are requested to publish the subjoined: "A notice having appeared in a Nashville, Tenn., paper some weeks ago that Colonel G. Pennypacker, Sixteenth Infantry, was soon to be married in Europe to the popular American actress, Miss Katie Putnam, he has recently written from Germany to a member of his staff requesting him to contradict the statement. The departure of General Pennypacker to Europe on a twelve months' sick leave about the same time of the departure of the Katie Putnam Troupe on a professional tour in England, was purely accidental, and may have given rise to the rumor."

MILITARY DIVISION OF THE MISSOURI.

Lieutenant-Gen. P. H. Sheridan: Hdq'r's Chicago, Ill.

DEPARTMENT OF DAKOTA.

Major-General W. S. Hancock: Headquarters, St. Paul, Minn.

The following officers, in addition to those published last week, are at present serving in this Department:

District of Montana.

Fort Shaw, M. T.—Colonel John Gibbon, Lieutenant-Colonel C. C. Gilbert, First Lieutenant H. M. Benson, adjutant; First Lieutenant J. W. Jacobs, R. Q. M. and A. C. S.; First Lieutenant William Quinton, Captain Richard Combs, First Lieutenant Daniel Robinson, First Lieutenant W. I. Reed, Second Lieutenant L. F. Burnett, First Lieutenant Constant Williams, Second Lieutenant W. L. English, Captain G. L. Browning, First Lieutenant M. C. Sanbourne, Second Lieutenant H. A. Irgens, Captain C. C. Rawn, First Lieutenant William Logan, Captain J. M. J. Sanno, First Lieutenant A. H. Jackson, Second Lieutenant C. A. Woodruff, Lieutenant-Colonel H. C. Ransom, deputy quartermaster-general, U. S. A., district and post quartermaster; Assistant Surgeon C. K. Winne, Acting Assistant Surgeon N. H. Marselis.

Fort Benton, M. T.—Captain T. S. Kirtland, First Lieutenant J. H. Bradley, post adjutant, A. A. Q. M., and A. C. S.; Assistant Surgeon J. D. Hall.

Camp Baker, near Diamond City, M. T.—Captain H. B. Freeman, First Lieutenant W. H. Nelson, A. A. Q. M. and A. C. S.; Second Lieutenant F. M. H. Kendrick, post adjutant; Assistant Surgeon Clarence Ewen.

Fort Ellis, M. T.—Major E. M. Baker, Captain G. L. Tyler, First Lieutenant F. C. Grugan, Captain S. H. Norton, First Lieutenant G. C. Doane, Second Lieutenant E. J. McElernand, Captain Edward Ball, First Lieutenant J. G. McAdams, Second Lieutenant L. H. Jerome, Captain Lewis Thompson, First Lieutenant S. T. Hamilton, Second Lieutenant C. B. Schofield, post adjutant; Captain D. P. Hancock, Second Lieutenant G. H. Wright, A. C. S.; Captain L. C. Forsyth, A. Q. M., post quartermaster; Acting Assistant Surgeon R. M. Whitefoot, Acting Assistant Surgeon G. S. Oldmixon.

Independent Post.

Fort Buford, D. T.—Colonel W. B. Hazen, First Lieutenant J. F. Munson, adjutant; First Lieutenant C. G. Penney, R. Q. M.; First Lieutenant William Badger, Second Lieutenant Nelson Bronson, Captain Montgomery Bryant, Second Lieutenant T. G. Townsend, First Lieutenant W. H. H. Crowell, Second Lieutenant R. T. Jacob, Jr., First Lieutenant R. H. Day, Second Lieutenant D. L. Craft, A. C. S.; Captain H. S. Hawkins, First Lieutenant Stephen Baker, Second Lieutenant S. W. Groesbeck, Captain E. R. Ames, First Lieutenant

D. K. Murdock, Captain A. P. Blunt, A. Q. M., post quartermaster; Assistant Surgeon Washington Matthews, Acting Assistant Surgeon William Barbour.

Eighth Infantry.—First Lieutenant Charles Porter, Company H, has been promoted captain vice Ritter, deceased, which carries him to Company B. Second Lieutenant Cyrus A. Earnest, Company K, first lieutenant vice Porter, promoted, which carries him to Company H.

Seventeenth Infantry.—First Lieutenant W. M. Van Horne, regimental quartermaster, has been promoted captain vice Sanger, dismissed, which carries him to Company G.

Twenty-second Infantry.—Second Lieutenant G. S. L. Ward, Company I, has been promoted first lieutenant vice Thorne, appointed regimental quartermaster, which carries him to Company A. Lieutenant Ward is now on duty as aide-de-camp to the major-general commanding.

Dishonorable Discharges.—A recent opinion of the Judge-Advocate-General of the Army is to the effect that "when a sentence provides for the dishonorable discharge of a soldier at the termination of his confinement, it is not within the province of the reviewing officer to order his immediate discharge."

Intercourse Law.—An official decision of the honorable Secretary of the Interior that the territory lying between the Red River of the North and the Missouri river is "Indian country," having been communicated to department headquarters by the War Department, the attention of all officers of this command serving in or adjacent to the region of country designated, is called to the act of Congress approved June 30, 1834, section 20 (page 503, Revised Army Regulations of 1863, known to the service as the "intercourse Law." Commanding officers are enjoined to cause a strict enforcement of the provisions of the act quoted within their respective jurisdictions. All instructions heretofore given on this subject conflicting with the provisions of this order are rescinded.

DEPARTMENT OF THE MISSOURI.

Brigadier-General John Pope: Headquarters, Fort Leavenworth.

Major R. A. Kenzie, paymaster U. S. A., on September 1 is to commence the payment of the troops stationed at Chicago, and at the Rock Island Arsenal, Ill., to August 31, 1872; Major W. A. Rucker, paymaster U. S. Army, the troops stationed at the cavalry depot, St. Louis, Mo., and at Jefferson Barracks, Mo.; Major Nicholas Vedder, paymaster U. S. Army, the troops stationed at Leavenworth Arsenal and Fort Leavenworth, Kansas; Major E. H. Brooke, paymaster U. S. Army, the troops serving in southeastern Kansas, including Fort Gibson and vicinity if necessary, to Forts Riley, Harker, Hays, and the camp of the Sixth Cavalry, near Fort Hays, Kansas, to Fort Wallace, Kansas, Fort Lyon, C. T., and the stations of the Kansas Pacific Railroad to Denver City, C. T.; Major David Taylor, paymaster U. S. Army, the troops at Leavenworth City, Kansas, Forts Larned and Dodge, Kansas, and Camp Supply, I. T.

The Secretary of War having decided that General Order No. 13, c. s., from department headquarters, is in violation of par. 2, G. O. No. 9, headquarters of the Army, dated February 9, 1866; paragraph 4, G. O. No. 12, headquarters of the Army, dated March 8, 1869, and G. O. No. 127, War Department, dated December 16, 1870, that order has been revoked as far as it in any manner conflicts with the orders above specified.

Sixth Cavalry.—Assistant Surgeon S. S. Jessop, U. S. Army, was ordered August 17 to proceed without delay to the camp of the Sixth Cavalry, near Fort Hays, Kansas, reporting upon arrival, to the commanding officer for assignment to duty.

Fort Leavenworth, Kansas.—A General Court-martial met at Fort Leavenworth, Kansas, August 22. Detail for the court: Major George Gibson, Captains J. S. Casey, Wyllys Lyman, First Lieutenant Mason Carter, Second Lieutenant J. W. Pope, Fifth Infantry. Second Lieutenant William Gerlach, Third Infantry, judge-advocate.

Payment of Troops.—Major J. B. M. Potter, paymaster U. S. Army, September 1 will commence to pay the troops at Forts Garland, C. T., and Union, N. M., and the camp near Fort Bascom, N. M., to August 31, 1872; Major A. B. Carey, paymaster U. S. Army, the troops at Santa Fe, N. M., Forts Bayard, Craig, Cummings, Selden, Stanto, McRae, and the camp in the Tulerosa valley, N. M., and Major Frank Bridgeman, paymaster U. S. Army, the troops at Fort Wingate, N. M.

Third Cavalry.—First Lieutenant Joseph Lawson was ordered to join his company at Fort McPherson, August 16.

Fort D. A. Russell, W. T.—"As this is the largest post, as well as the most important, it would be well," writes a correspondent, "to keep your readers posted. The post is situated three miles from Cheyenne, W. T., on the great highway of travel. There is no more delightful or pleasant station than this. The best natural roads in the world for driving, a beautiful lake near by for indulging your muscle by rowing or swimming, or by the gentler and more fascinating movement of the sail-boat; at the depot the two trains bound east and west meet, and there remain forty minutes, and you are almost always bound to meet some friends. Generals McClellan and Marcy passed through a few days since; they were followed by the great railroad king, Thomas Scott of Pennsylvania, whose party consisted of General Dodge, engineer of the South Pacific railroad, Senator

Sherman, Governor Throckmorton, of Texas, who by his fund of anecdote kept them laughing day and night, Colonel Forney of the press, Mr. McManus of Reading, Pa., a large railroad man, Mr. Sickles, president of the Union Pacific Railroad, with others. They are bound for San Diego, California, to locate the terminus of the Texas or Southern Pacific Railroad. Judging from Mr. Scott's private car, the commissary and dining car, and their supplies, there would be no danger of a famine. The market of Cheyenne is also fine. We get all California grows—strawberries, peaches, pears (large as an eight pound shot), grapes, melons, plums, gages, apples, ice-cream, etc., vegetables of all kinds, and in winter fresh oysters. Talk of the frontier! We have just had a thorough inspection by General Bamford, on staff of General Ord. The first day was a spirited and most satisfactory (to the Inspector-General) drill of a battalion of cavalry, Third U. S. The drill was the company with the prescribed intervals. The companies were commended by (D) Lieutenant G. F. Chase, (C) Lieutenant Robinson, (H) Lieutenant Andrews, (L) Captain Brunt; adjutant, Lieutenant Paul; commander of battalion, Captain Henry. Ploving or deploying on a flank, or interior company. Movements by echelon, changing fronts, and passing defile in front and rear, at different parts, elicited by their exactness and the fine riding of the men, the warm commendation of the Inspector-General. I doubt if any body of cavalry could have done better. In the dispersing as foragers, one trooper while rallying ran into one dispersing, his rein having broken. The result was, instantaneously, one horse killed, the other a collar-bone broken, one trooper a rib and nose broken, the other not a scratch. Sergeant Carr, of D Company, whose rib and nose were broken, was up and about in a few days, saying it was pretty hard to kill a man of the Third Cavalry. His horse being killed (did not live five seconds) satisfied him. The next day we had foot inspection, cavalry and infantry. The inspector was very particular in every matter, especially in regard to the company books. The uniform matter has created quite a buzz; single-breasted are now being doubled, and how easily you can get off is the principal topic. We have sent two companies to Utah, to visit the Ute Indians. We expect many changes at this post before long. The most serious to us is the removal of the present commander, who is so deservedly popular. If superiority in numbers of regiments indicates corresponding degrees of excellence in their colonels, we trust we will not lose as much by the contemplated change."

DEPARTMENT OF THE PLATTE.

Brigadier-General E. O. C. Ord, Headquarters, Omaha, Nebraska.

The leave of absence granted Captain G. A. Hull, military storekeeper Quartermaster's Department, expired August 29.

The leave of absence for ten days granted Captain Andrew K. Long, C. S., U. S. Army, from department headquarters was extended five days August 20.

Acting Assistant Surgeon A. L. Flint, August 20 was assigned to duty at North Platte Station, to relieve Acting Assistant Surgeon John N. Coonan in his duties at that place, the latter officer reporting to the commanding officer of Fort McPherson for detached service from that post.

DEPARTMENT OF TEXAS.

Brigadier-General C. C. Augur: Headquarters San Antonio, Texas.

Eleventh Infantry.—At a meeting of the non-commissioned officers and privates of Company C, Eleventh Infantry, held in their quarters at Fort Richardson, Texas, August 14, 1872, for the purpose of expressing their sorrow for the death of their late comrade in arms, Sergeant William H. Lawrence, the following resolutions were adopted:

Whereas, our late comrade and fellow-soldier, William H. Lawrence, sergeant Company C, Eleventh Infantry, has been taken from our midst by a premature death, who for a long time has been a tried friend, dutiful soldier, and exemplary non-commissioned officer; therefore, be it

Resolved, That we, the non-commissioned officers and privates of Company C, Eleventh Infantry, in meeting assembled, do deeply mourn for, and feel the loss of, our late sergeant, William H. Lawrence, who, by his many kind actions, had endeared himself to all who knew him.

Resolved, That in his death the service has lost a faithful soldier and non-commissioned officer, and the company one who has given proofs of his friendship and courage on more occasions than one.

Resolved, That we deeply sympathize with the family of the deceased in their sorrow for the loss of one who, had he not been cut off in his youthful manhood, would doubtless have been their pride and their stay; and

Resolved, That one copy of these proceedings be sent to the family of the deceased, and one copy to the ARMY AND NAVY JOURNAL for publication.

RICHARD McGRATH, Secretary.

MILITARY DIVISION OF THE ATLANTIC.

Major-General Geo. G. Meade: Headquarters, Philadelphia.

DEPARTMENT OF THE EAST.

Brig.-Gen. I. McDowell: Headquarters, cor. Greene and Houston sts., N. Y.

The following officers were registered at headquarters Department of the East for the week ending August 27: Captain W. Ludlow, Corps of Engineers; Brigadier-General A. H. Terry, U. S. Army; Second Lieutenant G. E. Pond, Eighth Cavalry; Major E. D. Judd, paymaster U. S. Army; Second Lieutenant W. T. Craycroft, Seventh Cavalry; Second Lieutenant D. A. Lyle, Second Artillery; First Lieutenant M. K. Davis, First Artillery; First Lieutenant A. M. Raphael, Eleventh Infantry; Second Lieutenant C. Metcalfe, Seventeenth Infantry; Second Lieutenant H. L. Harris, First Artillery; Second Lieutenant D. S. Dennison, Fifth Artillery; Second Lieutenant C. A. Booth, Seventh Infantry.

Leave of absence for twenty days was granted Surgeon John Moore, U. S. Army, August 21.

Major Charles G. Sawtelle, quartermaster U. S. Army, August 23 was assigned to duty as chief quartermaster of the Third Quartermaster District.

First Artillery.—Leave of absence for twenty days was granted Second Lieutenant C. L. Best, Jr., August 22.

Fort Columbus, N. Y. H.—A General Court-martial met at Fort Columbus, N. Y. H., August 26. Detail for

the court: Major M. M. Blunt, Fourteenth Infantry; Captains W. M. Graham, R. T. Frank, First Artillery; Assistant Surgeon A. H. Hoff, U. S. Army; First Lieutenant Thomas Ward, First Artillery; Second Lieutenant R. G. Rutherford, Twelfth Infantry. First Lieutenant J. W. Dillenback, First Artillery, judge-advocate.

Artillery School, Fort Monroe, Va.—The regular winter course of theoretical instruction, as prescribed by the standing regulations of the Artillery School, will commence this year on Monday, September 2. In the school for officers, on Mondays, Wednesdays, and Fridays, the recitations will be in ordnance and gunnery and in military engineering; and on Tuesdays and Thursdays, in military history, and in military, international, and constitutional law. No officer will be excused from recitations except on account of sickness (to be certified to by the medical officer), or for other sufficient reason to be determined by the commanding officer of the school. In the school for enlisted men, the following appointments are made: Captain Piper, Fifth Artillery, superintendent; Second Lieutenant Walter Howe, Fourth Artillery, instructor in geography; Second Lieutenant Cotton, First Artillery, instructor in history, and Robert's Handbook of artillery; Second Lieutenant Weir, Fifth Artillery, instructor in mathematics and writing; Sergeant Kahn, Battery C, Fifth Artillery, assistant instructor in writing; Corporal Foster, Battery G, First Artillery, assistant instructor in mathematics.

Fort McHenry, Md.—A General Court-martial met at Fort McHenry, Md., August 26. Detail for the court: Captain H. C. Hasbrouck, First Lieutenants Edward Field, J. B. Hazelton, C. P. Miller; Second Lieutenants John Simpson, E. S. Chapin, Fourth Artillery. First Lieutenant J. W. Roder, adjutant Fourth Artillery, judge-advocate.

Fort Wadsworth, N. Y. H.—A General Court-martial met at Fort Wadsworth, N. Y. H., August 29. Detail for the court: Major J. M. Brannan, First Artillery; Surgeon J. C. McKee, U. S. Army; Captain F. E. Taylor, First Lieutenants E. D. Wheeler, A. E. Miltimore, F. C. Nichols, First Artillery. First Lieutenant L. A. Chamberlin, First Artillery, judge-advocate.

DEPARTMENT OF THE LAKES.

Brigadier-General P. St. G. Cook: Headquarters, Detroit, Mich.

Fort Porter, N. Y.—A General Court-martial met at Fort Porter, N. Y., August 23. Detail for the court: Captains George H. Weeks, quartermaster U. S. Army, William N. Tisdall, First Infantry; First Lieutenants John Tyler, quartermaster First Infantry; F. M. Lynde; Second Lieutenants R. G. Armstrong, D. M. Scott, First Infantry. First Lieutenant F. E. Pierce, First Infantry, judge-advocate.

Fort Niagara, N. Y.—The General Court-Martial which convened at Fort Niagara, N. Y., August 12, pursuant to S. O. No. 74, August 8, from Department Headquarters, and of which Captain Wm. N. Tisdall, First Infantry, is President, dissolved August 21.

First Infantry.—Leave of absence for thirty days, with permission to apply for an extension of three months, was granted Second Lieutenant R. G. Armstrong, August 26. Leave of absence for fifteen days was granted First Lieutenant D. F. Callinan, August 23.

MILITARY DIVISION OF THE PACIFIC.

Major-Gen. J. M. Schofield: Headquarters San Francisco, Cal.

The following-named officers reported at these headquarters during the week ending August 20: First Lieutenant George W. Evans, regimental adjutant Twenty-first Infantry; Acting Assistant Surgeon D. J. Evans, U. S. Army.

DEPARTMENT OF THE COLUMBIA.

Brigadier-General E. R. S. Canby: Headquarters, Portland, Oregon.

Colonel Robert S. Granger, Twenty-first Infantry, was assigned to the command of Fort Vancouver, August 10, by orders from headquarters Department of the Columbia, from the 22d day of July, 1872, the date when he assumed command under verbal instructions.

Acting Assistant Surgeon William D. Baker, U. S. Army, was ordered, August 9, to proceed to Camp Warner and report for duty to the commanding officer of that post.

CORRESPONDENCE of the New York Herald from Hiogo, Japan, dated on the 17th of July, supplies the following naval report: The U. S. ship *Colorado* will probably stay here a month or so. The *Ashuelot*, which is here now, will go North, probably to Yokohama. The *Alaska* has gone from Shanghai to Chefoo, whence she will go to Niewchang. The *Monacacy* is at Nagasaki; the *Palos* is at Shanghai; the *Saco* is also at Shanghai, repairing. The health of the officers and crew is generally good, especially in the Japanese part of the station, it being much more healthy here than on the coast of China. The *Colorado* left Yokohama on the morning of the 13th, at seven o'clock, and arrived here on the 14th instant, about two o'clock P. M. She had light head winds, but smooth seas, and steamed all the way down. Soon after she anchored quite an amusing affair occurred. A little steamer came in from Osaka, run by Japanese engineers. It seems that they had entirely forgot how to "stop her" or "back her" by reversing the engines—that is if they had ever known how to do either properly. This being the case, she proved under their management a regular runaway steamer, and, like an unruly steed that takes the bit in his teeth, kept right on, in spite of all efforts to stop her, till she was stranded high and dry on the beach, where she still remains. Foreign engineers were quite elated over the result, because the Japs only a short time before had insisted on taking the management of this steamer away from European engineers and placing it under the control of incompetent Japanese, whose bungling mismanagement of machinery is attended with frequent explosions in these waters.

THE NAVY.

The Editor invites for this department of the JOURNAL all facts of interest to the Navy, especially such as relate to the movements of officers or vessels.

VARIOUS NAVAL MATTERS.

U. S. S. *Constellation* arrived at Newport, R. I., August 27.

THE U. S. steamer *Mayflower* arrived at Portsmouth, N. H., from Washington, August 25, to take the place of the *Speedwell*, which is being repaired.

GENERAL Jacob Zeilin, commandant of the Marine Corps, officially visited the Charleston, Mass., Navy-yard August 28, and the Portsmouth, N. H., Navy-yard August 29.

In the United States District Court, Providence, R. I., August 28, Judge Knowles adjudged the Cuban war vessel, the schooner *Pioneer*, forfeited to the United States, and ordered a warrant of sale.

THE *Canandaigua* arrived at Pensacola August 4, from a cruise on the Campeachy and Mexican coasts, having visited Sisal, Campeachy, Porto Real, Frontera, Coatzacoalco, Vera Cruz, and Tampico.

U. S. SLOOP *Portsmouth* went out of commission on the 23d of August at the Brooklyn Navy-yard. She will be refitted for the Pacific Surveying Expedition under command of Commander J. S. Skerrett.

REAR-ADMIRAL RODGERS, chief of the Bureau of Yards and Docks, left Washington on Saturday August 24, for his annual tour of inspection. He goes to Sackett's Harbor, N. Y., Portland, Me., Portsmouth, N. H., Boston, and Brooklyn.

THE hull of the United States steamer *Worcester*, now lying in the stream, between the East Boston ferries, has been examined below the water line by divers, to ascertain whether it is foul or not. Above the water the *Worcester* will bear the closest examination.

THE *Resaca* arrived at Paputi, Tahiti, June 2, thirty days from Callao, after a pleasant passage. The French corvette *Vandrine* was in port. The *Resaca* would give liberty to the crew and sail on the 10th instant for the Navigator's Islands. The officers and crew, without exception, were in good health. The *St. Mary's* was at Honolulu July 27. The officers and crew were well.

THE American fleet arrived in the Baltic August 24. Admiral Alden, with several of the officers of the squadron, took up their quarters at the Royal Hotel, Berlin, on the same day. They remained there until the Emperor William, who was absent from Berlin, had returned. August 26 a brilliant banquet was given in honor of Admiral Alden by the Hon. George Bancroft, the American Minister at Berlin; and on August 27 Admiral Alden went to Dresden, but was to return in time to witness the festivities attending the meeting of the Emperors.

THE United States steamer *Yantic* left her moorings in Norfolk on Friday, August 23, and dropped down to the compass buoys in Hampton Roads, and proceeded to adjust her compasses on August 25. She then anchored off Fort Monroe, and shortly after the United States steamer *Tallapoosa*, from Washington, hove in sight and came alongside, and placed a draft of seamen and marines on board to make her complement. She sailed at noon August 29 for the East India squadron. She will touch at Gibraltar and pass through the Suez Canal.

THE U. S. storeship *Supply* arrived at the Brooklyn Navy-yard August 26, from Rio de Janeiro, via Barbadoes, after a pleasant passage of forty-two days. She brought some 935 bags of coffee, containing 160 pounds each, for government use. It is expected that the *Supply* will be put out of commission by the 6th of September. The following is a list of her officers: Commander J. H. Gillis, commanding; Lieutenants J. Hazlett, J. A. Chesley, L. V. Housel, C. P. Meeker; Ensign J. H. Moore; P. A. Paymaster H. J. B. Harris, Assistant Surgeon P. P. Bielby; Mate H. M. Johnson; Captain's Clerk F. H. Parsons; Paymaster's Clerk W. N. Goff.

THE officers detailed last June to recruit men for service in the U. S. Marine Corps continue at work under the superintendence of Colonel McCauley. The reports for July were very satisfactory, but it is now ascertained that the return for August will be so much smaller as to require another month to fill all the vacancies in the ranks. The results obtained are very unequal in the different cities. Newark, N. J., for instance, showing thus far a larger number of recruits than New York, with eight times the population. The rendezvous at Worcester, Mass., under the command of Lieutenant Wallace, has been discontinued for want of success.

PROF. H. MITCHELL and F. F. Nes reported to the New York Pilot Commissioners August 27 that they sounded to the distance of 3,791.68 feet in every direction about the Spanish ram *Numancia*, lying off the harbor, and discovered that she lies in about 83 1-2 feet of water, but, in swinging around with 60 fathoms of chain, is liable to touch her stern at extreme low tide, and she has been anchored too far to the westward to take advantage of the deep water. The soundings show that there is at any tide plenty of water to the eastward for vessels drawing 28 English feet. Prof. Mitchell states that in what is called the Sandy Hook Roadstead there are about 1,100 acres of anchorage ground, with at least 80 feet of water at mean low tide, in which 14 vessels, requiring each 44 acres to swing in, could anchor, and that four of them would lie in over 32 feet of water at mean low tide. The bottom is a little irregular, having been ploughed up continually by the anchors of ships, but is generally soft, and will hold well. He intends to compare this survey with those taken in former years, but says that he does not anticipate the discovery of any considerable shoaling, though it is reported that large quantities of ashes have been dumped here by steamers, and a gradual decline of depth might consequently be expected.

DESPATCHES to the New York *Tribune* says that since May 18, the United States war-steamer *Wyoming* has been in the sickly harbor of Aspinwall, awaiting orders in regard to the blockade-runner *Edgar Stewart*, from Washington. The *Wyoming* has been there three months, notwithstanding the wholesome regulation that no war vessel shall remain longer than one month in so deadly a climate. The United States consul at Aspinwall, Mr. Perry, has been absent from his post during the unhealthy season. After his return to Aspinwall, on July 26, the *Wyoming's* guard was withdrawn from the *Edgar Stewart*. The Chagres fever has been prevalent at Aspinwall. Every day are seen funeral trains passing out to Monkey Hill, where Lieutenant Strain, one of the victims of the ill-advised Darien expedition, lies buried. Early in June the fever broke out on board the *Wyoming*, and so increased, that in July there were twenty new patients in one day, including Lieutenant-Commanders Johnson and Woodrow, Lieutenants Hutchins, Sullivan, West, and Engineer Milligan. Entire crews of the German, French and Italian ships in the harbor were prostrated by the fever. On shore thirty Chinamen, in the employ of the Pacific Mail Company, were sent fever-stricken to the hospital. Even by the latest mail dates, Aug. 14, from Aspinwall, eighteen fresh cases a day are reported on the *Wyoming*. Officers and men alike are suffering from the detention of the vessel in this deadly port, and as yet no steamer has been sent to their relief from Key West. Last week we published a despatch dated August 7, at Aspinwall, reporting all well on board the *Wyoming*, but it is more probable that the *Tribune's* despatches are correct.

Later advices report the arrival of the *Wyoming* at Key West, on Tuesday, August 27. She has been ordered to New Bedford to recruit the health of the officers and crew.

LAST week the Prince Augustus and Prince Philip of Saxe-Coburg visited the Brooklyn Navy-yard, and on their arrival were saluted with a salvo of twenty-one guns from the Cobb Dock. They were driven to the Lyceum Building, where they paid their respects to Vice-Admiral S. C. Rowan. After a short interview they were shown through the Naval Museum at the Lyceum. They were after accompanied by Vice-Admiral Rowan, his aide-de-camp, and other naval officers, and made a tour of inspection through the yard. At the conclusion of the inspection they were entertained by Admiral Rowan at his residence in the yard. The Admiral, on learning of their intended visit to West Point, kindly extended the use of his flagship, the *Frolic*, to convey the visitors there, and the offer being accepted, they were received on board the *Frolic* on Monday morning, August 26, by Admiral S. C. Rowan, Lieutenant-Commander C. M. Schoonmaker, Medical Inspector F. M. Gunnel, and Lieutenant F. M. Wise, and the officers of the *Frolic*, the marines, commanded by Lieutenant Bradford, being drawn up and at present arms, and a salute of seventeen guns fired. After the reception the *Frolic* was got under way, and started up the Hudson river for West Point, where she arrived about 5 P. M., too late to witness the dress-parade which was to have been given in honor of the visitors. On leaving the vessel, the Princes, accompanied by Admiral Rowan and his officers, were again saluted by the marines and seventeen guns from the *Frolic*. Admiral Rowan and the Princes were received on landing by Generals Ruger and Upton, and afterwards entertained at the superintendent's residence. At seven o'clock the party were taken across the river to Garrison's to take the train for Niagara. While crossing the river three hearty cheers were given them by the sailors of the *Frolic*. On the 27th, Generals Ruger and Upton, by invitation of Admiral Rowan, dined on board the *Frolic*, and in the evening, in response to the serenade of the West Point band, rockets, etc., were fired from the *Frolic*. The *Frolic* returned on the 28th, after a very pleasant stay up the Hudson.

THE July Register of the Navy for 1872 notes some important changes. Rear-Admiral Charles S. Boggs has been retired, and his place filled by the promotion of Joseph F. Green. James Alden, twelfth on the rear-admirals' list, has also been retired, and his place filled by the promotion of Commodore Augustus L. Case. Commodore Alfred Taylor was likewise promoted to rear-admiral, and has since been retired. Commodore Alexander M. Pennock has also been made a rear-admiral. These changes leave Commodore John L. Worden, superintendent of the Naval Academy, at the head of the list of commodores. His promotion to rear-admiral is expected in November. Commodore William H. Macomb has died since July 1. Among the captains, Thomas H. Stevens, who is at the head of the list for promotion, is now under suspension. This brings Captain Robert H. Wyman to the head, and the death of Commodore Macomb will make Captain Wyman a commodore. Captains Thomas H. Patterson, John C. Howell, Daniel Ammen, and Edward T. Nichols have been promoted to vacancies in the grade of commodore. Captain Thomas H. Stevens was passed over all four of these. Commanders Reigart B. Lowry, M. W. Low, John H. Upshur, Francis A. Roe, and James S. Thornton have been promoted to captains. Lieutenant-Commanders Francis M. Bunce, Byron Wilson, Frederick V. McNair, William B. Cushing, Arthur R. Yates, John A. Howell, Allen W. Reed, George Dewey, and Charles L. Franklin have been promoted to commanders. Lieutenant-Commander Alfred Hopkins being furloughed, Lieutenant-Commander Henry R. Seely being under suspension, and Lieutenant-Commander C. S. Franklin, going up to the grade of commander, Lieutenant-Commander George B. White is now first on the list for promotion. The following masters have been promoted to Lieutenants: Erasmus Dennison, William H. Reeder, Francis H. Delano, Daniel Delehanty, Charles O. Allibone, Charles C. Cornwell, Royal R. Ingersoll, Robert M. G. Brown, Adolph Marx, and Duncan Kennedy. The following have been promoted to masters: Lyman G. Spaulding, Charles P. Perkins, B. H. Buckingham, Charles G. Boardman, William P. Potter, Giles B. Harber, John Garvin, Edwin A. Wiley, Sumner C. Paine, H. H.

M. Richards, Arthur P. Osborn, John B. Briggs, Alexander M. Thackara, Newton E. Mason, Henry O. Hand, Arthur P. Nazro, Lewis E. Bixler, William W. Kimball, Charles R. Brown, William P. Day, Joseph B. Hobson, John C. Wilson, Edward A. Field, James Franklin, Uriah R. Harris, William A. Hadden, Richard G. Davenport, Edward B. Barry, C. W. Ruschenberger, Chas. A. Bradbury, Richard A. Breck, Edward J. Berowind, Herbert Winslow, William H. Turner, Fletcher S. Bassett, Timothy D. Bolles, and George P. Colvocoresses. Gilbert Morton has been promoted to ensign.

THE *Broad Arrow* of August 10, says: "We recorded last week some particulars of the royal visit to the American Squadron now in our waters. We have now to add that on Friday last week Mr. H. J. Buchan, Mayor of Southampton, gave a *déjeuner* and garden party to Admiral Alden and his officers, in the grounds surrounding the ruins of Netley Abbey. The repast was of a most sumptuous character, and among the guests were most of the aldermen and councillors of Southampton and the United States Consul, Mr. W. Thomson. After the health of 'The Queen' had been loyally responded to, the Mayor rose and proposed 'The President of the United States of America.' He said he was quite sure that he should not be trespassing on bad ground when he alluded to the recent negotiations which had been going on at Geneva. He was sure that the earnest prayer of every Englishman and of every English woman would be that they should maintain the same good feeling towards the United States as had existed within the whole of his remembrance. He trusted none of them would ever live to see any bad feeling existing between the two countries. He could of course only know the outside of the matter, but he felt satisfied they should come to a right understanding, and he trusted that after that was done that they should never hear any more of *Alabama* claims or any other claims except a claim to our generosity and good-feeling, which he was satisfied Englishmen would never fail to give to their friends on the other side of the Atlantic. They, in fact, claimed to have populated the United States, from the circumstance of the *Mayflower* having left the harbor of Southampton. A gentleman on his left, Mr. Temple, was a descendant of the Pilgrim Fathers, and the Admiral of the American fleet then present reminded him that John Alden also went over in the *Mayflower*. He proposed 'The Health of the President of the United States' with three times three. The toast was enthusiastically received, the band of the Engineers playing 'The Star Spangled Banner.'

"Then followed the toast of 'The Prince and Princess of Wales and the rest of the Royal Family,' and 'The Bishop and Clergy of the Diocese, and Ministers of all Denominations,' which was acknowledged by the Rev. Mr. Wilberforce, on behalf of his father the bishop, and by the Rev. Mr. Few for the clergy. The Mayor then gave the toast of the day, 'Admiral Alden, commanding the United States Fleet in Southampton Water,' prefacing the toast with a few remarks on the hospitable reception which he had met with on the part of the admiral and officers of the fleet, and mentioning that the admiral, in his devotion for the fair sex, had invited the ladies of Southampton to an afternoon ball on board his vessel. He was sure they could not drink to an admiral of the United States Navy who more deserved their esteem and respect than Admiral Alden.

"Admiral Alden, on rising, was greeted with vociferous cheering. He had been called upon to make a speech before, but never to a toast which so nearly affected himself, and he hoped they would bear with him in his reply. He should perhaps be guilty of a little plagiarism if he told an anecdote which was related by General Schenck on the occasion of the visit of the Prince and Princess of Wales to the American Fleet. He then narrated the anecdote about a young lady who on her return from an evening party, being asked by her father who was there, replied, 'Oh, there were some Englishmen, some Americans, and some foreigners.' He (Admiral Alden) felt as though he were among his own people. He almost wished, however, that at that moment he was in France, where he would have to make a speech in French, which would be a better speech than an English one because it would not be understood. But he had got an idea. The Rev. Mr. Wilberforce had apologized for not making an effective speech, because he came late and had not partaken of the good things provided by the hospitality of the Mayor. Mr. Wilberforce had said he could not make a speech on an empty stomach, and he (Admiral Alden) confessed he could not make one on a full one. When asked if he was a descendant of the J. Alden of the *Mayflower*, he answered that they all came over in the *Mayflower*, and the modesty of that family had descended down to him. In conclusion, he invited all present to dance the next afternoon on board his vessel, when he would do his best to entertain them. He thanked them very heartily for their good wishes."

Two marines, named Welsh and Donnelly, were taken on Wednesday from the U. S. frigate *Worcester*, at Boston, and sent to the State prison at Weathersfield, Conn. They were tried at sea for using disrespectful language to an officer, and one account states that they struck the Fleet Marine Officer, Major Butler. They were sentenced to seven years' imprisonment each, but the sentence was commuted at Washington to four years each.

LOCATION OF NAVAL OFFICERS.

COMMENCING this week, August 31, and running through several numbers, we shall publish the stations and duties of naval officers, classifying all the officers of one vessel under the heading of her name and fleet, or duty, and officers on the same duty will be placed under the same heading. This register will be correct as far as the date of the naval orders published in the JOURNAL of the previous week. The orders published in the same number as the register should be consulted in referring to it. Particular attention has not been given to placing the officers according as they number in the regular Navy Register.

WASHINGTON, D. C.

Chiefs of Bureaus.

Ordinance—Rear-Admiral A. L. Case.

Navigation—Commodore D. Ammen.
Equipment and Recruiting—Commodore W. Reynolds.
Yards and Docks—Commodore C. R. P. Rodgers.
Provisions and Clothing—Paymaster-General E. T. Dunn.
Medicine and Surgery—Surgeon-General J. C. Palmer.
Steam Engineering—Engineer-in-Chief J. W. King.
Construction and Repair—Chief Constructor I. Hanscom.
(The last four officers have the relative rank of commodore.)

Bureau of Ordnance—Commander F. M. Ramsay, Lieutenant-Commander F. Pearson.
Bureau of Equipment and Recruiting—Commander T. S. Fillebrown.

Bureau of Yards and Docks—Commander E. P. Lull.
Bureau of Provisions and Clothing—Pay Director H. Bridge, chief inspector; Pay Director J. S. Cunningham, inspector; Paymaster C. P. Thompson.

Bureau of Medicine and Surgery—Surgeon R. C. Dean.
Bureau of Steam Engineering—First Assistant Engineer W. S. Nicoll; Second Assistant Engineers H. Main, H. N. Stevenson.

Naval Observatory—Rear-Admiral B. F. Sands, superintendent; Master A. Ross.

Hydrographic Office—Commodore R. H. Wyman, superintendent; Commander J. W. Shirk, assistant; Commander C. Hatfield; Lieutenant-Commanders G. W. Sumner, J. B. Coghlan, H. H. Gorringe, F. McCurley, F. M. Green; Lieutenants S. Belden, F. Collins, R. D. Hitchcock, C. P. Shaw, E. B. Thomas.

Commodore J. J. Almy, chief signal officer; Medical Director W. M. Wood, inspector-general hospitals; Paymaster J. C. Sullivan, pay department.

Naval Academy, Annapolis, Md.—Commodore John L. Worden, superintendent; Captain S. F. Carter, commandant of midshipmen; Commander J. A. Greer, in charge of grounds; Commanders A. P. Cooke, F. V. McNair, A. R. Yates; Lieutenant-Commanders S. D. Greene, S. D. Ames, G. P. Ryan, O. A. Batcheller, C. W. Tracy, R. D. Evans, G. W. Coffin, H. C. Taylor, W. W. Hendrickson, N. Ludlow, C. E. Clark, C. F. Goodrich, H. G. White, J. C. Kennett, C. J. Train; Lieutenants T. A. Lyons, J. E. Craig, M. R. S. Mackenzie, J. C. Soley; Medical Inspector S. Lansdale; Surgeon P. S. Wales, naval hospital; Surgeon G. B. Brush; Acting Assistant Surgeon J. Taylor; Pay Inspector J. D. Murray, paymaster; Paymaster J. Furey, storekeeper in charge of vessels; Assistant Paymaster C. H. Thomson, assistant to paymaster; Chief Engineer H. S. Snyder; First Assistant Engineers T. Cooper, G. W. Roche; Second Assistant Engineers J. C. Kafer, C. N. Manning, R. Crawford, G. H. Kearney; Chaplain J. B. Van Meter; Assistant Naval Constructor T. D. Wilson; Gunner J. Southwick.

Gunnery ship *Santee* (Naval Academy).—Lieutenant-Commander H. L. Howison, assistant to the superintendent, and in charge of practice vessels, etc.; Mates T. W. Bonsall, L. M. Melcher, J. Rogers, W. G. Smith; Chaplain W. R. Cobb.

Practice-ship *Dale* and yacht *America* (Naval Academy).—Boatswain T. Bennett; Mate R. Silver.

Amphitrite (iron-clad, Naval Academy).—Mate C. J. Murphy.

Phlox (steam tender, Naval Academy).—Mate B. G. Perry, in charge.

Portsmouth, N. H., Navy-yard.—Captain E. English, executive officer; Captain J. S. Thornton, navigation duty; Commander R. F. Bradford, inspector of ordnance; Commander C. C. Carpenter, equipment duty, from September 15; Lieutenant-Commander B. S. McCook; Lieutenant J. F. Merry; Mates J. Swanson, J. Vennard; Surgeon T. W. Leach; Pay Director C. W. Abbott, inspector of provisions and clothing; Pay Inspector W. W. Williams, Assistant Paymaster Z. T. Brown, pay department; Chief Engineers T. Williamson, J. W. Moore; First Assistant Engineers N. P. Towne, J. B. Upham; Second Assistant Engineer C. P. Howell, tug duty; Naval Constructor T. E. Webb, Assistant Naval Constructor P. Hichborn, Civil Engineer B. F. Chandler, Boatswain J. McCaffery, Gunner T. R. Wilson, Carpenter J. E. Cox.

Boston, Mass., Navy-yard.—Commodore E. G. Parrott, commandant; Captain E. R. Calhoun, executive officer; Commander S. B. Luce, equipment duty, from October 15; Commander W. T. Truxton, ordnance duty; Commander C. A. Babcock, navigation duty; Commander T. O. Selridge, assistant to executive officer; Lieutenant-Commanders F. R. Smith, A. S. Crowninshield, F. Wildes, navigation duty; N. M. Dwyer; Lieutenants A. J. Iverson, equipment duty; H. C. Keene; Mates W. L. Gitley, W. W. Beck, J. Reid, J. Rounsaville, J. Griffin; Surgeon A. S. Oberly; Pay Director G. F. Cutter, inspector of provisions and clothing; Paymaster J. A. Smith; Assistant Paymaster C. H. Bartlett, assistant to inspector; Assistant Paymaster N. H. Stavey, assistant to paymaster; Chief Engineers T. A. Shock; C. H. Loring, inspector of machinery afloat; J. Johnson; First Assistant Engineers E. J. Whittaker, W. D. Smith, G. P. Hunt, J. Buttsworth, W. H. Harris; Naval Constructor W. L. Hanscom, Assistant Naval Constructor F. L. Fernald, Civil Engineer C. Hastings, Chaplain W. C. Holway, Boatswains I. T. Choate, J. Walker, Gunner G. L. Albrow.

New York Navy-yard and Station.—Vice-Admiral S. C. Rowan, commandant; Captain G. M. Ransom, executive officer; Captain E. Barrett, navigation duty; Commanders W. D. Whiting, inspector of ordnance; R. Chandler; M. Haxton, equipment duty; H. Erbin, navigation duty; W. N. Allen, ordnance duty; Lieutenant-Commanders C. J. Barclay, ordnance duty; E. Hooker, department of yards and docks; Mates A. J. Morehouse, J. Wyckoff; Medical Directors S. Jackson, naval hospital; T. M. Potter, marine rendezvous; A. A. Henderson, naval laboratory; Surgeons A. C. Rhoades; B. H. Kidder, naval hospital; Passed Assistant Surgeons E. Kershner, naval hospital; J. H. Kidder, naval laboratory; Assistant Surgeons B. S. M. Chee, H. P. Harvey, naval hospital; J. M. E. Simmons; Pay Directors J. C. Eldredge; C. J. Emery, inspector of provisions and clothing; Assistant Paymaster W. W. Barry, assistant to paymaster; J. E. Cann, assistant to inspector; Chief Engineers W. W. Wood; G. Sewell, inspector of machinery afloat; R. Danby, storekeeper, engineer department; E. S. De Luce; First Assistant Engineers A. V. Fraser, B. F. Wood, J. W. Hollihan; Second Assistant Engineer J. S. Ogden; Chaplain D. McLaren; Naval Constructor B. F. Delano; Assistant Naval Constructor W. L. Mintyne; Civil Engineer N. Stratton; Boatswains T. O. Bell, equipment duty; A. M. Pomeroy; Gunners T. P. Venable; J. Rogers, ordnance duty; Sailmaker D. C. Brayton, equipment duty.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

AUGUST 21.—Lieutenant-Commanders Henry De H. Manley, Wm. K. Wheeler, George T. Davis, and Lieutenant Edwin Longnecker, to torpedo duty 1st September next.

Assistant Surgeon James R. Waggener, to the receiving ship at New York.

AUGUST 22.—Chief Engineer Robert Danby, as storekeeper of the Engineering Department, Navy-yard, New York.

AUGUST 23.—Captain A. G. Olary, to command the *Benicia* 20th September next.

Commander J. S. Skerrett, to command the Portsmouth.

Lieutenant Lewis D. Webster, to torpedo service.

AUGUST 26.—Assistant Surgeon Dwight Dickinson, to the Marine Barracks at the New York Station.

Carpenter A. O. Goodsoe, to the receiving ship *Sabine*.

AUGUST 27.—Master George W. Tyler, and Ensign Edward A. Field, to torpedo duty.

DETACHED.

AUGUST 21.—Captain Egbert Thompson, from the command of the *Worcester*, and placed on waiting orders.

Lieutenant Chapman C. Todd, from the *Worcester*, and placed on waiting orders.

AUGUST 22.—Chief Engineer E. S. De Luce, as storekeeper of the Engineering Department, Navy-yard, New York, and ordered as fleet engineer of South Pacific Station.

Chief Engineer Geo. F. Kutz, from the *Pensacola*, and ordered to the *Benicia*.

Assistant Surgeon Wm. M. Nickerson, from the receiving ship *Vermont*, and placed on sick leave.

AUGUST 23.—Midshipman Francis L. Ludlow, from the *Worcester*, and placed on waiting orders.

Surgeon James Hargraves, from the receiving ship *Norfolk*, and placed on waiting orders.

Passed Assistant Surgeon Henry S. Pitkin, from the Coast Survey steamer *Hasler*, and ordered to the *Benicia*.

First Assistant Engineer Edwin Wells, from the *Wasp*, and placed on waiting orders.

Gunner Thomas Stewart, from the Lancaster, and placed on sick leave.
 AUGUST 26.—Commander T. H. Eastman, from the Navy-yard, Washington, and ordered as assistant to the equipment officer at the Navy-yard, N. H.

REVOKED.

AUGUST 23.—Captain James F. Armstrong's orders to command the Benicia.

RESIGNED.

AUGUST 26.—First Assistant Engineer John Roop, to take effect 15th October next.

APPOINTED.

AUGUST 27.—Samuel Cross, Moses K. Henderson, and William E. Webber, acting gunners in the Navy.

LIST OF DEATHS

In the Navy of the United States which have been reported to the Surgeon-General of the U. S. Navy and chief of the Bureau of Medicine and Surgery for the week ending August 24, 1872:

John Connor, marine, August 14, Naval Hospital, Norfolk.
 Henry C. Christopher, second assistant engineer, August 13, at Baltimore.
 John Miller, landsman, August 6, U. S. steamer Benicia, at San Francisco.

CHANGES IN THE MARINE CORPS.

The following are the changes in the officers of the Marine Corps since last memoranda, viz.:

First Lieutenant Wm. Wallace, on 20th inst. ordered to report for duty at Marine Barracks, Boston, Mass., on the 26th inst.
 First Lieutenant L. P. French, on 23d inst., ordered to be detached from U. S. receiving ship Ohio, and to report for duty at Marine Barracks, Brooklyn, N. Y.
 First Lieutenant E. P. Meeker, on 24th inst. granted leave of absence for thirty days from 1st September prox.
 Captain Geo. Butler, on 26th inst., by order of Navy Department, detached from U. S. steamer Worcester, and granted leave of absence for thirty days; at expiration of which to report for duty at Marine Barracks, Brooklyn, N. Y.
 Captain N. L. Nokes, on 26th inst. detached from Marine Barracks, Norfolk, and ordered to Boston, Mass., and report for duty on board U. S. steamer Worcester as senior fleet marine officer North Atlantic Fleet.

LIST OF U. S. VESSELS

FITTING OUT FOR AND IN ACTIVE SERVICE, AND THEIR STATIONS.

Name.	Guns.	Station.
Colorado.....	45	Flag-s'p As. Fleet, Hoga Japan, July 17.
Wabash.....	45	Flag-s'p European Fl., London, Aug. 15.
SECOND RATES.		
California.....	21	Flag-s'p Pac. Fl., ordered to San Francisco.
Lancaster.....	22	Flag-s'p S. Atlantic Fl., Rio, July 10.
Brooklyn.....	20	European Fleet, Gravesend, August 15.
Pennsylvania.....	22	Pacific Fleet, Callao, July 25.
Congress.....	16	European Fleet, Southampton, July 31.
Worcester.....	15	N. At. Fl., Boston, August 20.
Powhatan.....	7	Portland, Me.
Saratoga.....	11	Pacific Fleet, Panama, July 5.
Alaska.....	12	Asiatic Fleet, July 17 en route to Chefoo and Newwang, China.
Benicia.....	12	San Francisco.
Plymouth.....	12	European Fleet, Gravesend, August 15.
Lackawanna.....	12	Sailed for Japan, June 22.
Ticonderoga.....	10	S. Atlantic Fleet, Pernambuco, July 15.
Canandaigua.....	10	N. Atlantic Fleet, Pensacola, August 4.
Shenandoah.....	11	European Fleet, Gravesend, August 15.
Omaha.....	12	Philadelphia, fitting out.
Richmond.....	14	Philadelphia, fitting out.
Hartford.....	18	New York, fitting out.
THIRD RATES.		
Ossipee.....	8	Left Valparaiso July 11 for Boston.
Inoquoia.....	6	En route to Asiatic Fleet.
Wachusett.....	6	European Fleet, Southampton, July 31.
Wyoming.....	6	N. At. Fl., Aspinwall, August 7.
Tuscarora.....	6	Funchal, July 20. Sailed for Rio Janeiro.
Narragansett.....	5	Pacific Fl., left Honolulu July 6. Cruising in the Pacific.
Romax.....	7	Pacific Fleet, Paputi, Tahiti, June 2.
Ashuelot.....	6	Hoga, Japan, July 17.
Monocacy.....	6	Nagasaki, Japan, July 17.
Kansas.....	3	Special service At Key West, July 27.
Nipsic.....	3	North Atlantic Fleet, Samana B y, July 28.
Saco.....	3	Asiatic Fleet, Shanghai, July 17.
Shawmut.....	3	North Atlantic Fleet, Key West, August 10.
Yantic.....	3	At Norfolk.
Michigan.....	78	On the Lakes. Detroit, July 27.
FOURTH RATES.		
Frolic.....	18	Vice-Admiral's Flag-ship, New York.
Wasp.....	1	South Atlantic Fleet, en route to Asuncion, Paraguay, July 16.
Palos.....	16	Asiatic Fleet, Shanghai, July 17.
Tallapoosa.....	1	Special Navy-y. rd service.
IRON-CLADS.		
THIRD RATE.		
Terror.....	4	North Atlantic Fleet, Key West, July 6.
FOURTH RATE.		
Canonicus.....	2	North Atlantic Fleet, Norfolk, Va.
WOODEN SAILING VESSELS.		
SECOND RATES.		
New Hampshire.....	15	Receiving ship, Norfolk, Va.
Ohio.....	5	Receiving ship, Boston, Mass.
Vermont.....	16	Receiving ship, Brooklyn, N. Y.
THIRD RATES.		
Constellation.....	10	Practice-ship, Newport, August 27.
Independence.....	22	Receiving ship, Mare Island, Cal.
Idaho.....	7	Store-ship, Yokohama.
Santee.....	49	Gunney-ship, Naval Academy.
Portsmouth.....	15	Arrived at New York August 10.
St. Mary's.....	16	Pacific fleet. Honolulu, July 27.
Sabine.....	36	Receiving ship, Portsmouth, N. H.
Dale.....	8	Practice-ship, Naval Academy.
Pawnee.....	12	Store-ship, Pensacola.
FOURTH RATES.		
Onward.....	3	Store-ship, Callao, Peru.
Supply.....	16	Sailed from Rio for New York, July 10.
America.....	—	Naval Academy.

† Howitzers.

OUR FLEET AT COWES.

A CORRESPONDENT of the New York Herald, in a letter dated at Cowes, Isle of Wight, August 9, gives a description of the visit of the Prince of Wales to our fleet in those waters and on account of the subsequent festivities. We extract what follows:

As you have no doubt had accounts of the visit of the Prince to the fleet, a few particulars and the subsequent festivities are left to be stated. The steam yacht *Alberta*, commanded by Prince Leiningen, brought the Prince and Princess, the Countess of Carmarthen and others from Osborn Pier to the anchorage of the fleet below Southampton. The Prince was dressed in plain clothes,

the Princess was in white, with a broad blue sash and small bonnet.

A royal salute was fired by all the vessels and the yards manned. The English papers criticize the blue clothes of the American sailors in comparison with the white clothes of the *Ariadne's* men, but they seemed much more appropriate for the cool day, the *Ariadne* appearing to shiver from deck to truck.

The clouds and rings of smoke hid the *Alberta* from view. When it had cleared away, the barge, with the royal standard, was seen pulling for the *Brooklyn*, where the royal party was received by Rear-Admiral Alden, who escorted the Princess to the cabin. The Prince shook hands with all the officers, and several American citizens were presented—the Prince said "the more the better." After a lunch the royal visitors witnessed a fine drill at great guns, and then went on board the *Wabash*, accompanied by Admiral Alden. Before returning to the Isle of Wight the *Alberta* steamed past each vessel in the fleet, the Prince and Princess standing upon the upper deck bowing in return to the salutes of officers and marine guards.

"The royal yacht of the American fleet." Soon afterwards the Admiral transferred his flag to the *Wachusett*, which beautiful little ship is called the "Royal yacht of the American fleet" by the English here. General Sherman, Ministers Schenck and Curtin, Colonel Audenried and the captains of the several vessels repaired on board, having been invited to dine with the Prince on the royal yacht *Victoria-Albert* at Cowes.

The royal yacht is a large and handsome vessel, her side is kept polished like ebony, with two lines of gilt scroll-work fore and aft; her boats are burnished blue. The interior fittings are very elegant, the entire after part of the vessel and a saloon on deck are the royal quarters; there are several chambers, or large state rooms, smoking room, parlors, etc., like a hotel. The officers quarters are forward, and but little space is left for the crew, who are on board but three months in the year, however, and are mostly petty officers of the dock yard. She has two ninety-inch cylinders, and has made the circuit of the Isle of Wight, a distance of sixty-two miles, in three hours and twenty minutes, keeping with the current, however, all the way, which can be done at change of tide.

The Queen's band played delightfully during the dinner and evening. After dark, which occurs at nine o'clock here, all the yachts and steamers in harbor burned lights and sent up rockets, the *Sappho* and *Enchantress* keeping rows of colored lights burning that reminded us of some of the New York theatres. At half-past ten, after the conclusion of the dinner and speeches, and when many were smoking upon the upper deck, a quiet signal was heard on board the *Wachusett*, and a number of men ran aloft on each mast and yard; each was smoking a cigar, enjoying the novelty of smoking aloft, and carried in his hand a long stick. At a signal of a rushing rocket the cigars were applied to the sticks and the ship burst into a blaze of blue lights below and aloft, from each yardarm, the jibboom end and, the spankerboom. They burned for some time and produced a fine effect. When the Prince left the yacht to pull ashore she was illuminated from stem and stern with an immense number of purple and green lights, and thus gave the barge light to navigate in.

The following day the same party embarked in the *Wachusett* for Osborn Pier, Isle of Wight, to partake of a luncheon at Osborn House, and afterwards to be presented to the Queen. General Sherman was a passenger on the *Plymouth*, which vessel saluted the Queen off Osborn, and after the presentation took the General to Gravesend, up the Thames. The party seemed to be much pleased with their visit to Osborn House. The ship returned to Southampton in her usual rapid manner, the band of the *Wabash* on board playing lively airs, and the yachts and steamers all dipping their colors to the little flag-ship.

Next day the Mayor of Southampton invited the officers to a dejeuner and garden party at Netley Abbey, and it proved a success. The banquet under a tent in the old ruin was very fine, toasts were drunk and responded to, and good feeling prevailed. The toast "The Ladies" was responded to by Captain Swann, of the *Wachusett*, in a little speech, wherein a few appropriate anecdotes happily supplied the place of a labored address. After the dejeuner, croquet was enjoyed by many, while others wandered about the ruins and the castle grounds opposite.

The next day a yacht race came off in the river in view of the Abbey, and was a pretty sight. A cup valued at £15 was also offered by the city of Southampton, to be pulled for by a cutter from each ship in the American fleet. The race was an exciting one, the boats of the *Congress*, *Wachusett*, and *Wabash* pulling very nearly together and loudly cheered by the ships and excursion steamers. The race was won by the *Congress's* old race-boat, which gained so many laurels in the North Atlantic fleet. The crew is a fine one. They can pull seven miles without relinquishing their stroke. The *Plymouth* has the champion boat of the fleet, but she had gone to Gravesend.

Promptly after the courtesies extended by the good people of Southampton to the fleet the Admiral requested the Mayor to issue invitations for a ball on board the *Wabash*, on Friday, as the fleet would leave for Cowes on Monday. Three steamers were chartered for the occasion and brought the large number of people who attended from the city pier to the *Wabash* at her anchorage, three miles down the river. The steam launches and gigs assisted. The ship was handsomely decorated. The bands of the flag-ship and *Shenandoah* were in attendance.

On Monday the fleet steamed down to Cowes and came to anchor in good line outside the *Hotspur* and Royal yacht. There are one hundred and eighty yachts in the harbor, the majority of which are small cutters like Down East finishing boats and more like pleasure boats than yachts, but there are many fine schooner yachts and large cutters. The scene presented is very lively. Many of the yachts have miniature steam launches.

The *Shamrock*, the *Egeria*, the *Vanguard*, *Arroe* and *Lionia* are all here winning races. Beautiful among them all and queen of the surf, the *Sappho*, small as she looks in the water, points her tall, graceful spars above the rest.

Tuesday she was sailing about while the cutter race was in progress, her tall spars, her immense white mainsail, low rail and graceful sheer contrasting strangely with the thick spars, straight rails and narrow sails of the English vessels, and the admiring eyes of all the fleet were upon her as she sailed past each ship. Commodore Douglass then lowered his gig and visited the *Wabash*; he was received with aide-boys and piped over in navy style.

In the evening a grand illumination was joined in by all the ships and yachts in the harbor and by the club house on shore. All was dark in the fleet until the mystic hour of ten, when at the signal every vessel was lit up by blue lights from each yardarm and mast, a hum of joy came over the waters, and when these had burned down, and just as the "Ah-h-s" of the spectators were becoming yet fainter, rockets screamed away from each ship, and the blue lights were replaced by colored ones from all points. The effect was brilliant. The light spars of the *Wachusett* seemed to be made of amethyst and amber, and trembled like a thing of life when it is scared. The burning cases were then thrown from aloft and fell like a shower of fire into the water; the sailors tumbled down on deck, each puffing his cigar, they were replenished with light, and the final illumination was a row of lights along the rail of each vessel and a spurt of rockets. We then hauled down our distinguishing lights, and were just congratulating ourselves on having "laid the deck" for brilliancy, when a rush as of a mighty number of shrieking eagles was heard, and hundreds of rockets flew up from the *Hotspur*; they seemed to vomit forth from the smokestacks and turret, and then burst into a million stars of varied hues. Had we done such a thing in our Navy all the Navy would have laid down and died, the naval appropriation have burst cold and the national bank have gone up in smoke; economical spirits in Congress would have been last seen up there somewhere, clinging to a rocket stick; we would all have "gone up" like a rocket, and—you know the rest of the story. Well, this wasn't the last time the *Hotspur* vomited appropriation for night signals. She sent up willow trees of golden fire and bombs, and burned whole rows of colored lights and rockets, and made it lively for us dodging the sticks. Then she hauled down her lights and kept still a minute and sold us, for of a sudden she became a fountain of rockets, blue lights and bombs; she was in a frenzy of fire-work, and we could hear the sailors yell with savage delight as they burned their fingers in their haste.

It was fine, but hot—the sticks were thick. Notwithstanding the lavishness of this display, the simple and tasteful illumination of the American fleet must have been nearly as pretty and far more economical. This pleases Congress.

On Wednesday Admiral Alden dined at the Royal Yacht Club House, the Prince of Wales being present, and on Thursday he dined with the Queen. The yachts are having high carnival, and on shore all is life and gaiety. The Princess Louise was out driving her four-in-hand ponies on Thursday. She bows at every twenty yards. We happened to strike her at the twentieth yard, and, on doffing our hat, we received a small nod.

WHO INVENTED THE STEAM-ENGINE?

ALL our works on the steam-engine state that "Blasco de Garay, a sea-captain of Barcelona, Spain, in 1543 moved a vessel of two hundred tons burthen, by paddles propelled probably by steam," etc. The accompanying translation, for which we are indebted to Captain Foxhall A. Parker, U. S. Navy, from La Fuelle, the eminent Spanish historian, takes a different view of the question:

Among the Spaniards who advanced the art of navigation one is mentioned whose fame is spread over the whole earth because the public voice proclaims him the author of one of the most useful inventions of modern times, the steam engine. The reader has already comprehended that we refer to Blasco de Garay.

Since we began to write this history we have been trembling at the idea of reaching the epoch when it would become necessary to mention his name; and with a holy regard to historic truth to say plainly, *We believe that Blasco de Garay did not invent the steam-engine.*

The belief that Garay was the first to place a steam-engine in a vessel and to test it had its origin in an article which the learned Don Martin Fernandez de Navarrete published as an illustration to his famous work entitled "Collection of the Voyages and Discoveries made by the Spaniards from the end of the Sixteenth Century." "Among the various useful inventions which are owing to Spaniards," says Navarrete, "we will cite some by way of example: The first is that of steamers, so much used at the present time, concerning which Senor Don Tomas Gonzalez has sent us from Simancas the following information: 'Blasco de Garay, a sea-captain, proposed, in the year 1543, to the Emperor Charles the Fifth to make an engine which should propel the largest vessels, even in a calm, without the aid of oars or sails. In spite of the obstacles which this project encountered the Emperor agreed that the engine should be tested, as was done in the port of Barcelona on the 17th of June, 1543. Garay was never willing to show the apparatus openly, but on the trial trip it was seen to consist of a great caldron of boiling water, and of wheels of complicated movement on each side of the vessel. "The experiment was made on a ship of two hundred tons," etc., etc.

In our visit to the archives of Simancas, for the purpose of getting the particulars of a discovery so honorable to our country, we examined with the nicest care all the documents relating thereto, and arrived at the opinion stated above. But, in order that our readers may

form their own judgment of the matter, we give the result of our investigations.

The Emperor Charles the Fifth being at Toledo in the beginning of the year 1539, Blas de Garay addressed a memorial to him stating that he was a poor gentleman who had dedicated his life to the study of the sciences, and that, desirous of serving him as others had done, and particularly a brother of his killed in Italy, he offered,

1st. To construct an engine (*ingenio*) to move vessels in calms, without the aid of oars.

2d. Another to raise sunken vessels and other things (*otras cosas*) with the aid of only two men.

A third to enable one to remain within the water as above it.

A fourth to supply light within the water.

A fifth to enable a person to see objects at a little depth when the water is muddy.

A sixth to make salt water drinkable.

A seventh to make water without water.

An eighth to drive a mill on board ship, with other engines of this sort, served with a single man.

This memorial was referred to the Council, and having heard its opinion the Emperor, in a letter of the 23d of March, 1539, promised Garay a reward proportioned to his merits, if he should make good his offers, and at the same time sent orders to Francisco Verdugo and Diego de Cayalla—the one commissioner and the other paymaster of the fleet at Malaga—to furnish him with carpenters and blacksmiths and the necessary materials to enable him to carry into effect project number one.

In virtue of this order Garay went to Malaga with the small sum of forty ducats in his pocket, and wrote thence to the Secretaries Juan Vazquez de Molina and Francisco Eraso informing them that his engine was near completion, and asking further aid of money, since he had been compelled, he said, to pawn his sword and cloak for the means of subsistence. He also asked that a vessel might be designated to receive his engine. In reply to his communication an order was despatched to Malaga to put a *galeon* of two decks and two hundred tons at his disposal, and to pay him forty ducats more. He was not furnished a vessel, however, or, if he were, it was not a suitable one, for we find him on the 1st of January, 1540, complaining of the state of *paralyzation* in which he found himself; and to this complaint is doubtless owing the first essay of the engine, in July of this year, on board a large ship, with six wheels, which *tripped and interfered with each other* to such a degree as to make it necessary to reduce their number to two, with which, by the advice of Verdugo, Garay repeated the experiment in a vessel of one hundred tons, which was propelled near a league an hour, and turned around with great facility and swiftness.

Garay gave an account of these trials to the Emperor, at Madrid on the 10th of September, and was directed to return to Malaga and continue his experiments with a vessel of from three hundred to three hundred and fifty tons. The Emperor also presented him with one hundred ducats, and issued a decree prohibiting all persons from imitating or making a model of his apparatus under a penalty of seventy thousand *maravedis*. Notwithstanding all this the matter proceeded slowly, and on the 25th of September, 1541, Garay wrote to the Emperor and to the Secretary Francisco de Lederma telling them he was at a standstill for want of a vessel, and as the expedition to Algiers had sailed, and the employees of the dockyard were consequently out of work, he thought the time apropos for carrying out his design.

On the 7th of March, 1542, Garay was again compelled to apply to the Emperor for a vessel, as the one which Diego de Cayalla had put at his service was not a fit one. He also had recourse to the Marquis de Mondejar, captain-general of Granada. He now received five hundred ducats to enable him to continue his work, and fifty ducats for his own subsistence.

The third trial came off in June, 1542, and, according to the statements of the Marquis de Mondejar, of Mendoza, and of Garay himself, the blades of the wheels were found to be too large and heavy, and too numerous, so that, although the vessel started very well, the experiment had to be discontinued, the labor to the operatives being excessive. The blades were thereupon reduced in number to six, and a foot and a half taken off each of them, when the fourth trial was made, the vessel this time going at the rate of three quarters of a league an hour for an hour and a half. She carried two large boats and a skiff, and had six wheels, there being six men to each wheel, and turned twice while the galley *Renegada* was turning once. Garay mentions that he had noted defects which could be remedied, and that he would proceed to Granada to give further explanations.

On the 18th of July, 1542, Verdugo wrote to the Emperor and the Secretary a by no means flattering account of the trial trip, and on the 25th of the same month the Marquis de Mondejar forwarded the report of Gracian de Aguirre, an expert, whom he had commissioned to witness the experiment. Aguirre writes "that in getting under way and coming to anchor the forward wheels were very much in the way, and those amidships for letting go and belaying the ropes, while all would be found a great impediment to the working of the guns between decks; that in action the whole thing would be endangered, since nothing would be more easy than to sweep away the paddles of the wheels; that the vessel had only gone a quarter of a league an hour, and this with almost insupportable fatigue to the operatives; that if these *inconveniences* could be gotten over, the machine might serve for going in and out of port, for turning short rounds, etc., etc.; that it did not appear to be adapted to towing; and that he was of the opinion no more money should be expended on it. On the 7th of August Aguirre submitted a second report to the effect that Garay had promised to remedy all the defects, and to insure greater speed, for which, however, he *dared not go his surety*. Nevertheless, he considered him an ingenious man, whose talents should be made use of, and he recommended his being employed in the artillery ser-

vice. The Emperor now directed that the experiments should cease, but, at the instance of Garay, afterward gave permission for the fifth one, which came off in the harbor of Barcelona on the 17th of June, 1543, in the presence of various officials and private persons, with a vessel called *The Trinity*, of two hundred tons, having a wheel on each side, and fifty men to turn them. Garay says she went about a league an hour, although her bottom was foul, and that a galley could not have gone faster or turned more quickly.

The Treasurer Rabaga estimated her speed at three leagues in two hours, but said the crew, fifty in number, were almost as much fatigued as if they had been rowing. He thought the machine very handy for battle service, since *The Trinity* turned twice in the time that a galley would have taken to turn once.

Such are the extracts from the official documents, in which, as the reader will observe, not one word is said about a caldron of boiling water, or steam in any form.

We regret not having a drawing of the engine, which from Garay's letters he is supposed to have sent to the Emperor.

With his mills he probably succeeded very well, as he informed the Emperor they were coming into general use, and asked to be permitted to take out a patent for them.

As to his other projects, including the one of making salt water drinkable, we know nothing of them; for, although the Spaniards, besieged in 1560 in the fort on the Island of Gelves, were enabled to supply, in part, from the sea their deficiency of drinking water by means of an alembic, this invention is attributed to a Sicilian belonging to the Spanish fleet, and it is certain that Dr. Andres de Laguna had already treated of the matter in a work printed in this same year.

THE HINDOO COSMOGONY.

FROM a naval officer we receive the following speculations upon a subject somewhat removed from our ordinary range of discussion, but which will be read with interest by all who knew their author, the late Commander W. P. Buckner, who died at Brooklyn, N. Y., July 18, 1869. The data about magnetic poles is derived from Sir David Brewster's work on that subject. The lines were translated by Sir William Jones from the original Sanscrit. The deductions were original with Commander Buckner, and the paper has special value as illustrating the method of teaching astronomy followed by him at sea and while at the Naval Academy.

VERSIFICATION BY AN ANTIQUARIAN OF THE HINDOO COSMOGONY; OR, THE TEN AVATARAS, THEY BEING THE SACRED BOOKS AND TRADITIONS OF THE HINDOOS.

The fish denotes the fatal day
When earth beneath the waters lay.

The bull's an emblem of the God
That raised again the mighty clod.

The amphibious reptile marks the time
When it began the shores to climb.

The lion-king and savage trains
Now roam the woods or graze the plains.

Next little man begins his reign
O'er earth and sky and watery main.

Ram with axe then takes his stand,
Fells the thick forest, clears the land.

Ram with plow turns up the soil,
And teaches men for food to toil.

Ram with bow 'gainst tyrants fights,
And thus defends the people's rights.

Buddha for reformation came,
And formed a sect well known to fame.

When Kalki mounts his milk-white steed,
Heaven, earth, and all, will then recede.

According to the Hindoo theology, the duration of the universe consists of ten periods or avatara, the first of which is 432,000 years, the second 2×432,000, the third 3×432,000, and so on; the tenth of 10×432,000 years, and the total duration from creation to destruction will be 23,760,000 years. Now it is not a little singular that the number 432 is considered sacred in the East, and was so regarded by the ancient Chaldeans, Egyptians, and others. I will endeavor to show in the following pages why it was so regarded. First, the earth has four magnetic poles, which revolve around the poles of the earth approximately in the following periods: the first in 1×432 years, the second in 2×432, the third in 3×432, and the fourth in 4×432 years, or, in other words, in 432, 864, 1,296, and 1,728 years. The least common multiple of these numbers is 5,184, which, multiplied by the half of ten, gives 25,920, which is very nearly the time that it takes the poles of the earth to revolve around the poles of the ecliptic, which gives rise to the precession of the equinoxes. Hence we may infer that the ancients were acquainted with these grand phenomena. Again, if we add together the numbers 1, 2, 3, and 4, the sum will be 10 (or the ten avatara corresponding to the ten commandments). I will now offer the following explanation in detail as to why the ancients regarded the number 432, its multiples, and sub-multiples as sacred, as follows:

$$432 = 3 \times 144 = 3 \times 12^2$$

$$864 = 6 \times 144 = 6 \times 12^2$$

$$1,296 = 9 \times 144 = 9 \times 12^2$$

$$1,728 = 12 \times 144 = 12^3$$

$$\text{The sum is } 4,320 = 30 \times 144 = 3 \times 10 \times 12^2$$

The number 12 is everywhere used in the Bible as a sacred number, and as it plays so important a part in the number 432, we may also infer that it was regarded as sacred. For instance, in the Bible we find mentioned the 12 sons of Jacob, the 12 tribes of Israel, the 12 apostles of our Saviour, the ten commandments delivered to Moses, which were perfected by the Lord, who added two more to them, thus making 12 in all, showing a ful-

ness, a completeness not represented by any other number. The most holy altar in the temple of Solomon measured 12×12×4, and was 4 square. The Molten Sea was supported by 12 oxen. And in the 7th chapter of Revelations 144,000 of the saints of the tribes of Israel were sealed with the seal of the living God. And in the 15th chapter that 144,000 of the redeemed praised God before the 4 beasts and the elders. And in the 21st chapter we find a description of the city of the New Jerusalem, which is 4 square, has 12 gates, and an angel measures the city and finds it to be 12,000 furlongs, and the length and the breadth and the height thereof is equal; then the contents must be the cube of 12,000, or 1,728 billions. Again, the ancients worshipped 12 principal gods, viz.: Saturn, Jupiter, Apollo, Mars, Mercury, Bacchus, Neptune, Pluto, Juno, Minerva, Venus, and Diana. And Hercules is said to have performed 12 great labors. These analogies tend to show why the number 432 was considered sacred by the ancients.

Again, the sacred traditions and prophecies of every race and nation were doubtless dictated by extatics long before the art of writing was invented. Is it to be supposed that their visions and prophecies were lost? By no means. They mapped them in the skies among those fixed and unchangeable stars that glitter in the heavens above—a record that never changes and which will last till time shall be no more. If we cast our eyes to the heavens we will see there illustrated the foregoing beautiful lines. Who cannot see the universal deluge when the earth was beneath the waters pictured by the constellation of the Water-Bearer, who is pouring out a flood in which the fish do swim, and the ship (Noah's ark) is tossed on its tumultuous waves; all these constellations are plainly mapped out. The reptile crawling on the dry land is an emblem of the serpent that tempted Eve, and is represented in the heavens by a great serpent pursuing a woman to devour her. In the ancient charts she is represented with a child in her arms fleeing into the wilderness. Is this not Mother Eve? and is it not typical of the flight of the virgin into Egypt, which is also strikingly told in the 19th chapter of Revelations? Next appears the animal kingdom, which agrees with the Bible, and is represented in the heavens by the constellations of the lion, the bear, the bull, the goat, the horse, the dog, the sheep, the dove, the raven, the swan, the eagle, the wolf, etc. Then man appears, the master of all created things.

This is precisely in accord with the Bible, and it was for this reason, viz.: his commanding power, that the ancients represented man surrounded by the 12 signs of the zodiac, each sign corresponding to one of his members. This ancient figure we find printed in our common almanacs, which is probably older than the pyramids of Egypt, and as ancient as theology itself. Then Ram appears. "He fells the forest, tills the ground." (Ram is a Hindoo god, and we often find his name in ancient history as an affix or suffix to men's names, as Ram-asis, Sema-Ram-is, Hi-Ram, etc.) This is an emblem of Cain, who is represented in the heavens by the constellation of the Husbandman Bootes, who holds a sickle in one hand, emblematic of his employment, and a club in the other, emblematic of his wicked disposition, for we are told that he slew his brother Abel. Abel is also represented in the heavens by the constellation of Auriga, who holds a kid in his arms, emblematic of innocence. Then "Ram with bow" is an emblem of both Nimrod and Samson, and is represented in the heavens by the beautiful constellations of Orion and Hercules. Then Buddha appears as a redeemer. Is this not another name for our Saviour, who is also represented in the ancient charts of the heavens by a child in the arms of a virgin?

And lastly, in the grand drama, Kalki appears, "mounted on his milk-white steed." This can be no other than the white horse mentioned in the 6th chapter of Revelations and called "Death on the pale horse," and again in the 19th chapter, where the heavens are opened and a white horse appears, and his rider is called Faithful and True. This also is represented in the heavens by the constellation of Pegasus, on which Perseus rides to the rescue of the Princess Cassiopeia, who is chained to a rock and about to be devoured by a great sea dragon. The first meridian of the heavens passes only 6 min. 26 sec., or 1 deg. 38 min. 30 sec., to the eastward of the star Algenib, which is one of the stars of the square of Pegasus. The right ascension of this star increases at the rate of about 46.3 secs. per year, which is due to precession, nutation, etc. Consequently Algenib must have been on the first meridian about 128 years ago, or in the year 1740. The square city described in the 21st chapter of Revelations is beautifully represented by the square of Pegasus, and the first meridian has already entered the city, and is gradually advancing toward the citadel or the heart of Pegasus, which it will reach in about one thousand years. Then, as it passes through the heart of Pegasus, it will also pass through the rider, and as he thus mounts the meridian we may quote the prophecy of the ancient Avatars:

When Kalki mounts his milk-white steed,
Heaven, earth, and all, will then recede.

Do we not see this illustrated before our eyes? Never has mankind made so much progress as during the last century, or since about the year 1740. Faithful and True and Kalki is preparing the milk-white steed. (The ancient prophecies are being fulfilled.) He has one foot in the stirrup and is beating the call to arms and knocking at the door of our hearts to rouse us to action. The New Jerusalem is being prepared for the marriage, and is being adorned with all the bright jewels of brilliant minds and intellects. Her gates are standing ajar, and we can even now catch a glimpse into the glorious city whose fame has been described in every sacred book ever written, and whose praises have been sung by the most brilliant poets of all ages and nations, and whose fair proportions are seen represented in the heavens by the square of Pegasus. Thus we see that the Bible, the ancient Avatars, and the stars agree. And why should they not? Truth is one and universal, and I feel that if we could read the internal sense of all sacred books, that we would find them to agree perfectly. It is man alone who perverts them.

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OUR readers are referred to the announcement, by
Van Nostrand, of the publication of Captain Michaelis
exposition of the Le Boulenger Chronograph, an extend-
ed notice of which must be deferred till another issue.

FIRST LIEUTENANT HENRY C. COCHRANE, U. S.
Marine Corps, has been ordered to transfer his recruit-
ing party from Newark, N. J., to Wilmington, Del., and
establish a rendezvous there. Lieutenant Cochrane en-
listed seventy men in Newark. Lieutenant A. H.
O'Brien has been transferred from Allentown, Pa., to
Newark, and will continue recruiting.

THERE has just been issued from the Government
printing office the "Report of a Reconnaissance on the
Basin of the Upper Yellowstone, in 1871, by Captain J.
W. Barlow, assisted by Captain D. P. Heap, Corps of
Engineers." This report possesses unusual value and
importance from the fact that the region traversed is one
of great scientific interest, and promises from its rare
natural phenomena to become one of much prominence
in the popular attention.

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sions of opinion in communications addressed to the JOURNAL.

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quarterly in advance, at the office where received.

Subscribers who purpose binding their volumes at the end of the year
should be careful to preserve their files of the paper, as we no longer
stereotype it, and are not able, therefore, to supply all of the back numbers
of this volume.

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but always in a registered letter. The registration fee has been reduced
to fifteen cents, and the present registration system has been found by
the postal authorities to be virtually an absolute protection against losses
by mail. All postmasters are obliged to register letters whenever re-
quested to do so.

SOME communications from enlisted men of the
Army to this journal indicate that they do not fully
understand the nature of the soldiers' money allow-
ance for clothing. The money allowance for cloth-
ing for each year of a soldier's enlistment is ascer-
tained by adding together the established cost or
money value of all the articles of clothing which he
is entitled to receive during the year. If a soldier
does not draw all the clothing to which he is en-
titled during a year, he receives the regulation
value in money of the articles not drawn. There-
fore, the greater the money price of any article not
drawn, the more money he receives on settlement of
his money allowance for clothing. The allowance
of clothing is seldom changed; the regulation price
of each article of that allowance changes almost
yearly. After the stock left on hand at the close of
the war is exhausted, the money value of every ar-
ticle of a soldier's allowance will be liable to change
with changing tariffs, wages, and commercial values.
It is the custom to issue a general order once a
year, in which prices are stated, based upon the con-
tracts and purchases of the clothing provided for the
year's consumption.

The money price charged the soldier, of the war
stock, has been twice reduced—thirty-three and one
third per cent. each time. The articles to be pur-
chased to replace those of the war stock exhausted,
will probably in all cases cost more than the price
now charged for those in store at the close of the
war, and the cost will be increased. The number
of articles necessary to be purchased each year in
consequence of the old stock becoming exhausted is
increasing. It is expected, therefore, that the
money allowance for clothing will increase every
year until the war stock is exhausted, and the new
uniform will probably be more costly than the
plainer uniform of the late war.

The standards for wool blankets, boots, and
bootees have been improved. This year's supply of
those articles will be, the best ever issued to our
troops, or to those of any army. But the increased
cost of clothing and equipment falls as a burden not
upon the soldier, but upon the Treasury. The al-
lowance established by general orders is ample, and
soldiers can generally, by care of their clothing, ex-
cept upon exceptionally hard service, manage to
avoid drawing some articles of the allowance. For
these the paymaster pays them the Government
price as savings on the allowance. The greater
their price the greater the soldier's profit.

Of late years very large sales of surplus and dam-
aged or inferior clothing have been made at auction,
often at very low prices. Dealers who purchased
these inferior goods sent them to post traders and
sutlers, who sold them to soldiers. The soldiers
wore these condemned clothes, for which they paid
a nominal price, and thus, not drawing the corre-
sponding articles from the quartermaster, got credit
for the savings at Government prices, and thus made
considerable gains. The money paid to the Army
since the war under the head of savings on the sol-
diers' allowance of clothing is a very large sum.

Probably some of the complaints of inferior qual-
ity of clothing in the Army result from the quite
extensive use of this cast-off and rejected material,

condemned and sold by the Quartermaster's Depart-
ment, but introduced into the Army in consequence
of the low price at which the auction purchasers
were able to dispose of it.

It is the happiness of the Army and Navy that
they are outside of partisan politics. Though we
know that the Presidential contest is fought this
hot summer at mess-tables as well as at clubs and in
the after-dinner gatherings of smokers at watering-
places, yet it is equally true that no officer is rash
enough to believe that the institution of which he
forms a part is a political power, or can gain by al-
lying itself to either political host. It is for him
to obey the commander-in-chief whom the people
shall select; it is not for him to publicly "declare"
for either candidate, though he may quietly and
modestly deposit his vote next November, and there-
by express, as he has a right, his personal preference
as a citizen. General GRANT has been charged
with many crimes, political and social, as all presi-
dential candidates from WASHINGTON down have
been charged; but we do not remember to have
read in even the eagerest organ of Mr. GREELEY
that the President has attempted to use the Army
and Navy vote, or coerce the opinions of their offi-
cers, as partisan enemies assert he has done in the
case of the civil service. We are told that the
South is "under the heel of a military despotism;"
that "bayonets" have controlled elections; but no
one is reckless enough to say that the wielders of
those bayonets so declared to be used have joined
in any conspiracy to overthrow popular rights, or
have been approached by influences to change their
political opinions in the interest of their comman-
der-in-chief. Indeed, it seems to be generally ac-
knowledgeed that the military services of the coun-
try are outside of the political field, that their duty
is to obey the existing authority within the limit of
military law, and that they have always adhered to
that duty and performed it with creditable faithfulness,
without evincing any desire or displaying any
intention of going over it, or outside of it, or of mag-
nifying it at the expense of any rights whatever.
The good taste and prudent reserve the two services
have shown in this matter, from the time of their
organization, are so marked and praiseworthy, and
so conclusive against their detractors—the social
disorganizers and "ideologists," who would govern
the world as if it were a paradise of law and order,
charity and equality—that the Army and Navy
may confidently appeal to the good sense of the
country to guard their rights, certainly after such
fashion as they have hitherto been cared for, what-
ever may be the result of next November's ballot.

Though having very fixed and deep convictions
as to the true policy of the country and the politi-
cal ideas which should prevail to secure uninter-
rupted prosperity, and defeat the elements, always
present in a nation, of disruption and disorder, we
yet have grown to regard a single presidential con-
test as far from a final decision of the nation's fate.
So now, whatever else may be lost, and however
much may be gained, we feel sure that the country
will be saved from the danger and folly of disturb-
ing its Army and Navy. The new uniforms will
long be worn, and though devoutly wishing that
they may never be stained with the blood of for-
eign or domestic enemy, we yet are proudly con-
scious that they will never be disgraced, whether
worn in the trying duties of peace or the bloody
ordeal of war.

WE are not surprised that the delight of not a
few officers of the Army at the prospect of appear-
ing in new and more gorgeous uniforms is more or
less tempered by the contemplation of the fact that
the inducing of them will involve a pretty heavy ac-
count at their tailors. Now it so happens, whether
Congressmen know it or not, that the pay of our
officers is not enough to enable them to meet their
necessary expenses and have left much, if anything,
to spare for luxuries. Where a private fortune en-
ables the happy military possessor to supplement
his narrow stipend from his own means, the case, of
course, is not hard; but every one does not find
himself so favored of fortune. The majority must
eke out such a living as they can, maintaining the
position and surroundings of gentlemen on the pay
of a second-class merchant's clerk. Under these

circumstances, the tailor's bill for the new uniform will mean to many more or less cruel self-denial, for the "artists in clothing" for the Army are people who expect a handsome reward for their valuable services, and the material of which a dress-uniform is made and with which it is adorned is of an expensive kind. This inconvenience involved in the change of uniform is unfortunately more easily felt and stated than remedied.

A WELL-KNOWN English writer, who visited Gibraltar nearly 30 years since, described the famous rock as a great blunderbus "seized by us out of the hands of the natural owners a hundred and forty years ago," and kept, ever since, tremendously loaded and cleaned and ready for use. The remarkable point in this Englishman's comment is its candor; for he declares that to hold Gibraltar is as hard on the Spaniards as it would be on England were the Dons established at Land's End, with impregnable fortifications on St. Michael's Mount. He likens its gallant seizure to Sir HUON of Bordeaux going to Babylon and pulling out the Sultan's beard and front teeth in the midst of his court there, and dubiously hopes that, during this long period of deprivation, the Sultan of Spain is reconciled to the loss of his front teeth and bristling whiskers—"let us even try," he says, "to think that he is better without them. At all events, right or wrong, whatever may be our title to the property, there is no Englishman but must think with pride of the manner in which his countrymen have kept it, and of the courage, endurance, and sense of duty with which stout old ELIOT and his companions resisted CRILLION and the Spanish battering ships and his fifty thousand men." Whether all Englishmen would take so cosmopolitan a view of the original seizure, and would regard the Spaniards as the natural owners of the rock, we very much doubt. However, the British nation will perhaps have a chance to show its magnanimity in giving up stolen property, if a society lately formed in Spain, on this subject, carries its mighty plans to success.

The society in question has its headquarters at Malaga, but is national in scope, and its sole object is to agitate the restoration of Gibraltar to Spain. The first step taken has been the issue of a circular addressed to the press of Europe, and a form of protest which it proposes to submit to a grand international Congress hereafter to be convoked under its auspices. Poor John Bull! it only needed this last stroke to show how his neighbors and friends are disposed to pluck him. It was not enough to have Germany, Russia, and America successfully bring him to account, but even the Spaniards whom he has despised ever since the days of the Armada, now take heart to bristle up and beard him, as is the fashion. But let us look a moment at the general purport of this portentous pair of documents.

The appeal begins with a recital of historic facts—how, during the early years of the last century, *i. e.*, in 1704, when the Spanish nation, "the heroic and noble Spanish nation," was a victim of the "unbounded ambition of the sovereigns of Europe," who unjustly took advantage of her misfortunes, England seized the rock of Gibraltar, thus committing "one of those great crimes which then characterized her policy of rapine," a crime which she afterwards ratified by the treaty of Utrecht, "through means so reprehensible and dishonest that they shocked even the least scrupulous minds, in that age of arbitrary acts." After this orotund opening, we are told that Spain has never ceased a single day to protest against this usurpation of her territory, claiming her property in it as against the nation which possesses it to-day contrary to all laws, legal and moral, and to the rightful and just wish of a people wounded in its honor, and at the expense of its dignity.

The next step in the argument is to show that, since Spain's submission to the spoliation was under perpetual protest, England ought long since to have restored the captured territory, so proving that she respects "the modern law of nationalities." And here we must say that the society makes a very good point, especially to those who are carried away by the new German "race theory" in Governments. Still, should England ever give up Gibraltar at all, she would hardly do so on this political theory, since to admit it would cause her in consistency to

withdraw her garrisons from every quarter of the globe, and to shut herself up in countries where only English is spoken. These enthusiasts, however, are evidently not appealing to England in particular, but, like the Poles, to mankind in general; for they immediately repel British sympathy by adding that England persists in her system of "territorial rapacity" by maintaining her standard at the mouth of the Mediterranean, where she planted it so long ago "by the aid of treason and perfidy." What is more, she does not even respect, it appears, the "continual oburgations" of the Spanish periodical press, answering these tremendous reproaches by complete silence, trusting to the brute force of her guns, and hoping for some pecuniary indemnity or some exchange of territory, "as if," adds the manifesto, swelling up in true Spanish fashion, "a people conscious of its dignity could make a mercantile traffic of a question of honor."

Now it is at this point that the subject becomes rather interesting to us; for, we all remember the ingenious tri-partite exchange which some sensational quidnuncs not very long ago proposed for the settlement of international difficulties betwixt England, America, and Spain. That is to say, England, according to the wise diplomatic rumor, was to give Gibraltar to Spain, and Spain to give Cuba to America, and America to give a receipted Alabama bill to England, the requisite quantity of "boot" one way or the other in these bargains being put into cash. It was an idle story; but it may have caused a flutter in Spain. At any rate, this protest declares that to give to the English nation in exchange for Gibraltar the compensation to which she seems to aspire, would be equivalent to "admitting that the usurpation was just." One would think that 168 years of hostile possession might entitle Gibraltar to be considered English, especially as the treaty of Utrecht has for more than a century sanctioned its original seizure; but this point the Spanish appeal meets by denouncing the Utrecht treaty as "odious," and as a mere "leonine contract," null and void before any tribunal. This is certainly a short cut through the main difficulty; but the fate of sundry treaties in our own day, quite as solemn as that of Utrecht, should teach us not to wholly despise the argument.

We fancy that the chief trouble, however, in this whole subject is the weakness of Spain, and the selfishness which England shares with other nations. To ask her to evacuate one of her strongest outposts, and to hand over the very key of the Mediterranean, is asking a little too much. The difficulty seems to be increased by the haughty punctiliousness of these Spanish visionaries, who propose that Gibraltar shall be given up without a *quid pro quo*. Were the Spanish disposed to trade, and to give a good piece for Gibraltar, a "nation of shopkeepers" might consider the offer—though we doubt whether any price that Spain has to give would be large enough to meet English views of the pecuniary value of Gibraltar. It is just here, also, that these Malaga memorialists make another mistake, for they declare that the reason why England "attracts the scorn and aversion" of the rest of the continent is that "without motive, real or apparent, she wounds Spain in her dearest sentiments." This of course is all stuff, as England retains Gibraltar not for the purpose of hurting Spanish feelings, but simply because it pays.

OUR readers must be well aware that it is frequently a question of extreme delicacy with us to decide upon and fix the exact limits to which discussions by correspondents shall be allowed to go in these columns. Having in view the interest of all branches of the services we represent, and neither advocating nor having any motive to advocate those of any one branch at the expense of another, we feel solicitous that in every case where we have seemed to any one to offend in this regard full opportunity for reply and explanation should be afforded; and where one correspondent has placed himself in opposition to the views of any class of our readers, we are not only willing, but anxious to publish the views of the other side. Yet it happens, unfortunately, that correspondents are not always temperate in their language, and sometimes they seem to us to exceed the bounds to which reasonable discussion should go. Yet, so desirous

are we of giving all sides a hearing that we occasionally overcome our scruples in this regard, and admit communications that seem to us really ill-advised. We wish all our correspondents could understand (what would be worth the consideration of many partisan editors at this particular time) that hard facts and arguments are better than hard words and names; that personal detraction of your opponent oftener harms your cause than helps it; than any display of personal pique is always taken by the reader as a sign of weakness, and that any diversion from the matter in issue to disparage an opponent is of as questionable advantage as it is of doubtful taste. This we say both by way of explanation and suggestion, trusting that it will be heeded by those who, writing with hasty pens, are as likely to damage as help the cause they are so anxious to forward.

COLONEL GUY V. HENRY is now engaged upon the compilation of the second volume of his "Military Record of Civilian Appointments in the United States Army," and asks us to remind officers so appointed to promptly send in their records to him. The work which Colonel HENRY has undertaken supplies an important gap in our military history, and furnishes a needed supplement to General CULUM's record of West Point graduates. The latter work cost its compiler many years of laborious effort; nor has Colonel HENRY escaped wearisome toil and discouraging delay in the gathering of the material for the performance of his self-appointed task. The information he desires cannot be obtained from the War Department, and he is therefore forced to rely upon the co-operation of the officers whose records he desires to put in form for preservation and reference. Unless other and fuller information is sent him he will be compelled to publish simply the record as it appears in the Register.

A CORRESPONDENT writes to the New York Tribune from Fort Sill, Indian Territory, August 9, as follows:

The situation since the last council with the Indians at Fort Cobb has not materially changed, except that Kicking Bird, who was represented as being friendly toward the Government, requested, the day after the council adjourned, ten days' grace for his people before the commencement of active operations, in which time he promised to use his best endeavors to have the captives now in the hands of his tribe returned to their people. These captives are supposed to be the Lee family, captured some time in June, on the Clear Fork of the Brazos, Texas, and consisting of one woman grown, a girl, and boy. It is not understood that this concession on the part of Kicking Bird will make peace with the tribe, but it is looked upon rather as an earnest of his desire to sustain friendly relations with us. It is thought that his influence will not be sufficient to effect so desirable a result. Much more than this remains to be done by the Indians before a peace of any duration can be secured. They have now in their hands over 200 head of Government mules, which they have stolen from this post and Camp Supply this summer, which it is to be hoped they will be compelled to give up as an additional evidence of their desire for peace. One hundred and twenty-one of these mules were stolen from Colonel Moore's detachment of the Sixth Infantry, in May or June last, at Bear Creek station, about 50 miles north of Camp Supply. The remainder, 56 in number, were captured at this post in June. In addition to this, it is estimated that they have stolen from the white settlements on the frontier of Texas no less than 500 horses. As a consequence of these frequent raids into Texas, Clay and Young counties have been entirely depopulated. The same may be said partially of Jack and Throckmorton counties. Seven or eight years ago these counties were dotted at very frequent intervals with industrious, thriving settlements. Your correspondent visited a great portion of those localities last summer, and beheld only a scene of utter devastation. Texas has suffered as has no other State in our Union from the depredations of these fiends in human shape. Whole families have been either killed or captured, and every conceivable and nameless outrage has been perpetrated upon the inhabitants. At the late council, the Indians were pleased to speak in terms of pleasantries of the treatment inflicted upon one of the prisoners now in their hands, the nature of which, of course, can be correctly surmised.

It is useless to make treaties with them without first inflicting punishment. I venture to predict, and in doing so am sustained by numerous precedents, that were the Government to-day to make peace with the Kiowas on condition of their delivering up the prisoners and stolen animals now in their hands, two months would not elapse before they would be off to Texas, murdering, ravishing, and stealing as before. With the Cheyennes and Arapahoes the "Quaker policy" has proved a partial success, but with the Kiowas and a large portion of the Comanches, an ignominious failure.

A STEAM fog-whistle has been established at Cape Flattery light-house, on Tatoosh Island, mouth of the Straits of Fuca. It will be sounded, on and after the 1st day of November, 1872, during thick and foggy weather, at intervals of fifty-two seconds, the length of each blast being eight seconds.

CORRESPONDENCE.

The Editor of the ARMY AND NAVY JOURNAL does not hold himself responsible for individual expressions of opinion in communications published under this head. His purpose is to allow the largest freedom of discussion consistent with propriety and good feeling.

GENERAL HAZEN VERSUS THE STAFF.

To the Editor of the Army and Navy Journal.

SIR: If General Hazen—so hard to please, "had no occasion to complain of the conduct in battle of any regiment or company which bore a conspicuous part in nearly all the great battles of the West, it is an obvious *non sequitur* that those regiments and companies lacked the necessary discipline or instruction, and as they were the only ones with which he served, it will be in order, for whom it may concern, to answer the general charge as to the discipline and instruction of the troops, when it is made by some one whose experience was less limited than his own.

"If we stop desertions," says he, "other matters will soon correct themselves." Given then, men and "other matters"—i. e. discipline, instruction—efficiency will follow (or ought to follow) as a matter of course. Now of men, General Hazen had regiments and companies "galore in nearly all the great battles of the West," of whom it could not be affirmed that they had deserted, seeing that they were present and "bore a conspicuous part," men, too, against whom "he has not a word," and with the putting of whom at the front the Staff was *functus officio*; and yet the "other things did not correct themselves, for, he says, "we lost incalculably" by not employing the means in our hands for bringing our commands to the highest efficiency!" Just so; though, according to him, "incalculable" losses sustained by our (and that any reader of his book will understand to mean *his*) own fault, are to be saddled as consequential damages upon the Staff! As well charge it with the rebellion at once, or the Chicago fire.

But "for desertion," General Hazen affirms, "there is no remedy"; yet he suggests a preventive which would save the government a million dollars annually, a sum now lost by the desertion of the "common thieves, discharged convicts, deserters and vagabonds," whom the line will persist in enlisting and re-enlisting, notwithstanding oft repeated orders to the contrary. General Hazen has overstepped certain well defined limits, and placed himself upon a level with the veriest growler in the ranks, as witness the following from an old soldier:

"We have in our Army one thousand fighting officers. If to these we add forty sergeant-majors, four hundred and thirty first sergeants, (who in point of fact are the real officers,) nineteen hundred and forty-seven sergeants, (each of whom is worth his weight in a lieutenant,) eighteen hundred and thirty-seven corporals, (of as much practical use per man as brevet second lieutenants,) seven hundred and fifty-four musicians, two hundred and forty trumpeters, twenty-four hundred and forty saddlers, blacksmiths, artificers, and wagoners, and fifteen hundred dog robbers, we have, in round numbers ten thousand fighting officers and their equivalents, and as there are not at the most more than five hundred men, if indeed there is anything like that number, at any one time actually engaged with an enemy, we have twenty times more fighting officers than we have men fighting! This fact is its own commentary, and shows how much is required to keep us from—sniggering."

"In like manner parodying our author it would be easy to show that our fighting officers, (exclusive of their equivalents,) by reason of their superior pay and education, and the fact that they are always located in quarters separate from the men, are enabled largely to influence legislation and the executive in their own favor and against the sergeants; that as they have the inside track and have charge of all the papers, the politicians and outsiders are dependent upon them for information respecting the feelings and wishes of the rank and file, while their social relations and settled lives in garrison add to their influence; that their duties group them about every big bug who shows his nose within sound of bugle call, with whom close relations of friendship spring up over the bottle, gaining them undue favor and influence in questions affecting their own status; that from their rank, numbers, and extreme nearness to Uncle Sam, (being his favorite nephews,) they habitually and by almost insensible degrees arrogate to themselves powers and privileges which don't by any means belong to them, until they have well nigh gained independence of the men's control; that with so many sources of power there can be no unity of action between them and the non come, and that this leads to waste and extravagance. As one of many examples of this—"

But we cannot run the parallel further, for at this point in the text we chance upon what we would fain have not seen in print, as coming even from General Hazen, viz:

"I will mention that at Fort Gibson, which had been without a suitable hospital since the war, one was constructed in the spring of 1871, by order of the Surgeon-General of the Army, at an expense of about \$12,000, when the commander knew that the post would be broken up as it was a few months later." This, "as one of many examples" of "the wastefulness and extravagance of the Staff," and the only one given.

By thus making it seem that the Surgeon-General had knowledge of the supposed abandonment of Fort Gibson, some months before its occurrence, because forsooth such knowledge is alleged to have been in possession of the commanding officer, he effects a lodgment in the reader's mind for the conclusion to which he would have him come, namely: "The case is proven and the Surgeon-General is the man."

Now in view of the suppressed facts, the friends of the maligned officer could well afford to make a distinct and unequivocal admission of his knowledge at the

time he gave the order for the construction of the hospital, that Fort Gibson was soon to be abandoned, and the case would be even better for him did it appear that every officer in the Army, (General Hazen who was none other than the "Commander" himself, included,) had advised him against the expenditure under the circumstances, for the result has shown it to have been anything else but "wasteful" or "extravagant," and demonstrated a wise foresight which was eminently lacking on the part of him who gave the order for its abandonment. As every Army reader of this Journal knows, and as General Barnes is entitled to the credit of having anticipated, Fort Gibson was re-occupied within a year, as a permanent post, and is now one of the most useful military stations in the Indian country, being the headquarters of a "district" and a base of operations of great importance in a strategical point of view.

Having thus disposed of the only case against the Staff in which the author of "The School and the Army" has had the temerity to "name names," and we think effectually, a 1 indicated his animus, we yield to the reader's impatience, and let the old soldier go on thus:

"The officers who are half the time on the sick list and the other half on leave of absence are in no sense soldiers, being separated entirely from troops; performing no military duty, but holding military rank and wearing the uniform of the Army; and the same can be said of the A. A. Q. Ms. and A. C. Ss., whose sympathy with us springs mainly from the associations of a common demijon at the port trader's. Our system virtually deprives the army of our most talented men, who are to be found chiefly in the ranks. Our ranking officers have been divided off, in order to make it easy for them, into division, department, district and post commanders, each with a lot of A. D. Cs., A. A. A. Gs., A. A. I. Gs., A. A. O. Os., A. A. E. Os. and A. A. Ss., and a great part of the funds intended to pay off the national debt is consumed in keeping up their cumbersome and useless headquarters. The advantage of all this is not obvious, as these intermediate commanders cannot give a fellow his discharge or grant him extra duty pay. The only purpose of all this machinery seems to be to make places for a superabundance of officers with so much rank as to unfit them for their uniforms. By a little calculation it can be proved that in a short time the breeches of these officers will not be big enough to hold them. These absurdities are all avoided in the ranks. Since the close of the war a successful effort was made by officers of the line, who realized the evils of the system of 'once in a nigger regiment always in,' to abolish it altogether. I have reliable information (see the advertising columns of the A. and N. JOURNAL, *passim*) of one trader in regiments offering ever-so-many thousand dollars to exchange with some nice young man, who would like to turn an honest penny and be willing, on his honor as an officer and a gentleman, to declare that he didn't turn it. These are some of the evils which result to the rank and file from the failure of the line to perform its legal duty.

"I cite these examples that it may be seen how our system fosters special interests. Whenever special questions arise between the line and the ranks, as is frequently the case, they are referred to the next superior line officer and his decision is usually final, and in ninety and nine cases out of a hundred is against the 'sojer.' In other words, a party to the question is made a final umpire, and he is invariably a commissioned officer. The funds appropriated for the general benefit of the Army are not so expended as to be equally beneficial to the officers and men. At a post headquarters as far from Washington as it is safe to trust commanding officers with despotic authority, is found every luxury in quarters, grounds, and appliances of living, while the barracks are in shocking condition for want of carpenters and blacksmiths to repair them, and the men are without kitchen, gardens, libraries, and what not. I have known a commanding officer—not only to sod his grounds; but actually to beautify them with rare exotics at the expense of the post fund. This is but one instance of what don't take place constantly."

CRUTCH.

THE NEW UNIFORM.

To the Editor of the Army and Navy Journal.

SIR: It is probably too late to make any suggestions, nor would it have been possible for the board who have given the Army a very desirable change of dress in nearly all particulars, to listen to the suggestions of everybody. But there appears to be a pretty general opinion that the giving of white plumes and pompons to infantry was mistaken taste; for the simple reason that they are not in harmony with the rest of the general plan. As it now is, the infantry is the only corps whose plumes and pompons are of a different color from their facings. While it is true that a white plume is very handsome, would it not have been more consonant with good taste to give the infantry a light-blue plume, or to make all their facings white? There is, it is true, a very serious objection to white, on account of the impossibility of keeping it clean. But there is yet another way in which the dress could have preserved its harmony, and that is by giving the infantry a white plume and pompon tipped with light blue, and the artillery a white plume and pompon tipped with red; and perhaps this change could still be made without much inconvenience or cost.

The most serious objection to the new dress is its expense. While we do not believe, as some carping persons have hinted, that it is an attempt to drive poor men who have no means except their pay out of the Army, yet it is doubtless true that all the junior officers, who have families to support, are gravely pondering how they shall honorably equip themselves. Nearly all of them have supplied themselves with clothing and equipments which it would have required years to wear out, and which would have been replaced piecemeal without any great hardship; but everything of this kind is now a dead loss. It may be that if the subject was clearly

and moderately presented, Congress might in part help us.
LIEUTENANT OF INFANTRY.

To the Editor of the Army and Navy Journal.

SIR: I noticed in the last number of the JOURNAL two communications in regard to the new uniform. One of these apparently speaks for the rank and file, and is substantially a protest against the injustice inflicted upon them by the additional expense. There certainly seems to be some ground for this protest, but the remedy is a simple one and is clearly pointed out in the letter. We can scarcely call the other communication a protest, for that conveys the idea of a careful weighing into, and a fair statement of, the action of the board and the production of evidence, or the employment of argument to make out a case of grievance. But this contains one grossly-exaggerated statement and fifteen questions, of which the best that can be said is that they are good-natured, and the worst that they are silly; but we will assume that these questions were not intended as a serious attack upon the action of the board, and proceed to our purpose in writing, which is to discuss the subject of the change in a spirit of fairness, and to call attention to some of the advantages in the proposed uniform. And first to correct an erroneous impression that seems to be gaining ground. From the letters which we understand are pouring in upon the War Department, couched in all the notes of complaint from the whine of the military suckling to the growling bass of the Army fossil, one would be led to suppose that there had been no fault found with the present uniform, no call for a change, but that a state of blissful content with their clothes pervaded the whole service. While the facts are that the board was convened in consequence of the dissatisfaction widely spread and clamorously expressed, the innumerable letters from all parts of the country, and the really solid arguments advanced in favor of a change. There can be no doubt in the mind of any fair-minded man that there was an almost universal desire for change. The only question is: Has the change on the whole been judicious?

The question has two aspects—appearance and utility; I do not put appearance first because I consider it the more important, but because we naturally consider the impression which an object makes upon the eye before we discuss its fitness.

To begin with the head. The only change in the chasseur (fatigue) cap has been to make it more roomy and allow it to fit like an ordinary hat instead of being perched on the top of the head and only kept in its place by an elastic, like the female hat over the chignon of a year ago. The change in the dress hat is a radical one, and here the board could not have made a change which should not be at the same time an improvement. The present hat is the most ugly, uncomfortable, and unsoldierly covering that a malignant spirit could have devised for the heads of suffering humanity. Leaving out all questions as to the shipment of arms to the South, and the distribution of troops in and of the nascent Rebellion, the introduction, or rather discovery (for I am loath to believe that it could have originated elsewhere) of this hat is sufficient to consign the name of Floyd to the execrations of posterity. The new patterns are the shako for foot, and the helmet for mounted troops. I do not know a more forcible way of presenting the advantages of the shako than to invite a comparison between the handsome and soldierly shako used by the light artillery, crowned by its horse-tail plume, which has been the distinctive ornament of the soldier since the day that it shaded the awe-inspiring helmet of Hector, with the present successful attempt to combine the ugly features of the steeple-crowned Puritan and the southern slouched hat made ridiculous by a dragged plume like the tail of a moody rooster in a wet barnyard. But the new shako has two advantages over that used by the light artillery. It is not so high or heavy, and it dispenses with the gold cord and trappings. In short, it is about as comfortable, soldierly, and plain a hat as the ingenuity of the military tailor has been able to discover. The helmet being of felt, is lighter than the present artillery shako, and fitting, as it does, close to the head, being substantially a skull cap, is admirably adapted to the requirements of the mounted service. On what ground can any reasonable man object to this change? The considerations of appearance and utility have been taken into account, and the result is a hat in every way superior, and probably not more expensive, than the present monstrosity.

In regard to the coat, the change is principally in the matter of appearance; and here let me say a word in behalf of a handsome uniform. One of the first requisites in an army is that feeling of pride and superiority which is well summed up in the French *esprit de corps*. This is certainly best promoted by encouraging individual self-respect, and a suitable uniform is a powerful adjunct to this feeling. A handsome uniform would greatly increase enlistments and attract a much better class of young men, who are certainly not likely to be fascinated by the present garb. The coat now worn is too plain for a dress uniform and not sufficiently comfortable for a fatigue. The blouse is too tight in the body, too short in the sleeves, shabby, and generally disreputable, giving the wearer an indescribably slouchy appearance. The proposed coat is eminently handsome and soldierly, and the blouse is neat and comfortable, and possesses this great advantage, that it is so unlike the civilian sack-coat that it can be at once recognized. The act of Congress making it an offence to have an article of soldier's clothing in possession can be enforced, and we shall be spared the sight of discharged car drivers and seedy loafers clothed in the wretched blouse of the soldier because their poverty will not allow them a better covering. The blouse for the officers will be sufficiently handsome to allow of its being worn on all ordinary occasions, and if the new coat is an additional expense, it will at least last twice as long as it does now when it alternates with a blouse shabbier if possible than that worn by the private, forbidden by a few commanding officers, tolerated by many, and authorized by none.

Of the abolition of epaulets I need not speak. It is an unmixed benefit. The board has also instituted several excellent reforms directly benefiting the rank and file, and the value of which every company commander in the Army will at once recognize—such as the issue of gloves to the Army, the substitution of the splendid mission blanket, familiar to all the officers who have been on the Pacific coast, for the present indifferent article, and the issue of top boots to the mounted forces. We shall no longer be regaled by the soldierly spectacle of muddy trousers flapping about the feet or stuffed into still muddier stockings.

In conclusion, I think I speak the sentiments of a large majority of the officers serving in this Department when I say that on the whole the proceedings of the board meet with their hearty approval. I do not of course mean to say that there are not minor points which may not meet the wishes of some; but I firmly believe that the opposition to the action of the board comes from a few.

We, on the contrary, admire the painstaking spirit which has actuated these officers to go so thoroughly into such a subject—their evident desire for reform, their courage in cutting loose from traditions unsuited to this age, and, above all, for their freedom from that spirit which is, I fear, the most serious menace to the efficiency of our Army, the idea that we have nothing to learn from the experience of other countries and armies, that the lessons of our war, valuable as they are, are final or conclusive—the spirit, in a word, of rampant Americanism which causes demagogues to prate about our emancipation from the *effete* civilization of the old world, and to undervalue culture in favor of plain sense.

FORT MCHENRY.

LIEUTENANT COSTIGAN'S MEMOIR.

To the Editor of the Army and Navy Journal.

SIR: Lieutenant Costigan, a very active, ambitious, and zealous young officer of this command, has been much cut up at the thought that he was wasting his energies in doing nothing. For some time past I have noticed that he was very inquisitive, did much measuring and figuring, and that all the time at his disposal he devoted to exploring the adjacent country. A few days ago he gave me the enclosed memoir with its accompanying maps, lists, mathematical calculations and other appendices, with the request that I would forward it to the Secretary. I saw that he was suffering under much mental excitement, which was evidenced by incoherent remarks, such as "None of them Boords can phase me." "I know my juty," "Oh! I'm bound to be a Prooshian, by Moitke or die," etc., and retained the papers; but seeing that it really is an able work, I send it to you. The appendices contain a vast fund of curious information, but are too voluminous for publication. As an erroneous and highly prejudicial idea obtains that our officers are wanting in zeal and information, I trust that the perusal of Lieutenant Costigan's memoir will convince the doubters that we have one officer educated to the "thru Prooshian standard" as he says.

FREDERICK SMITHERS,
Captain Mth Artillery.

MEMOIR OF THE MILITARY CAPACITY OF STIGGINS COUNTY, NORTH CAROLINA, EXHIBITING ITS OFFENSIVE AND DEFENSIVE POSITIONS—ITS PRODUCTIONS—THE QUALITY AND QUANTITY THEREOF—THE CHARACTERISTICS AND MILITARY AVAILABILITY OF ITS INHABITANTS, ETC. PREPARED BY LIEUTENANT PATRICK COSTIGAN, MTH. ARTILLERY.

Method Adopted—The Von Moltke-Prussian.

The Council on War Probabilities having arrived at the conclusion that 12 years and 4 months from date (August 1, 1872), a campaign is inevitable in this locality—in obedience to instructions from the Bureau of applied military statistics, I have made an accurate and I believe exhaustive examination of the whole ground. The scene of my operations is the 16th quadrangle, 4th division 3d zone. The impossibility of erecting the necessary observatories for accurate astronomical determination of the latitude and longitude prevents me from being exact on those points. Militarily speaking it is approachable from Charlotte on the south-east and Salisbury—Marion on the north-east by an enemy operating from the east. We will consider that as the most probable point, and basing our examinations on that contingency examine the Charlotte approach. We will consider that an enemy will be able to approach unmolested as far as the western terminus of the Wilmington, Charlotte and Rutherford railroad by that means. Therefore, discarding lateral dirt roads, I gave my whole attention to that. From accurate computation I found that there were 342 rotten ties, 627 partly rotten, 580 indifferent rails, 64 bad embankment gulleys, and 977 places frequented by cows, sheep and hogs. It may be safely assumed that no repairs will be made on the road until an accident, sufficient to destroy 25 per cent. of the travellers occurs. As the cars run at a uniform speed of six miles an hour we may consider such an accident improbable, which reduces the question of repairs to nullity. The road will then be, at the period in which war is expected, in horrible condition. As an enemy of course will drive the trains faster, of course an accident will occur. Again, it has been discovered that a serious flaw exists in the metal composing the left hand rail of the passenger locomotive three decimetres from its connection with the engineer's caboose. If p be the pressure of the engineer's hand on a unit of surface of the rail, and s the strength of the metal, it can be shown by analysis that the rail will be broken at exactly 4 A. M., of December 1, 1884, the date the invading army is to be ready to move from Charlotte. This being the only passenger locomotive, I am warranted in asserting that the train will be delayed five hours. This result is obtained by adopting as the "unit of repairing time," the mean of three investigations at each station of the time consumed in sounding the wheels of the cars for defects. The method adopted by me in arriving at the formula deduced from these experiments is given in *extenso* in

the appendix. It may be thus safely predicated that the invading army will be delayed 5 hours at Charlotte; that it will be run off the track between Charlotte and Cherryville, and that it will be delayed repairing the track. By delicate pendulum experiments to obtain the oscillatory movements of the train going at ten miles an hour, the effect of these on the cross-ties, the percentage of cows on the track, etc., etc., I have arrived at the conclusion that the train will be run off the track sixteen and a quarter miles out from Charlotte (method adopted in appendix Aa). Having learned this, I proceeded to examine the spot. There is but one man living now near the spot. It being a swampy locality, the probabilities are that there will be only one then (vide Haswell, page 65). This man has a wheelbarrow. Assuming that he will have the wheelbarrow about that time, it would be well to bribe him to hide it. As Roberts' "Hand Book" informs us that the useful effect of a man with a wheelbarrow is unity, and as we know that the influence of climate modifies that unit at different latitudes, by removing the wheelbarrow we deprive the enemy of a means of determining the unit, and under such deprivation the labor required to repair the road cannot be accurately calculated, and thus time will be lost unnecessarily in experimenting. Under the supposition that the wheelbarrow will be removed, I have arrived at the conclusion that the unnecessary delay will be 15 minutes for each car. Under the other supposition, it is unnecessary to state that, given the speed of the train (ten miles per hour), the oscillation of the cars (30 sec.), the gradient (down grade in this instance), 1 in 240, and the height of the embankment twenty-seven feet, any well instructed officer knowing the number of cars, can, with a proper use of π q R^2 Tan, arrive within an inappreciable decimal of the time delayed. Applying all these results, and knowing the exact time of starting from Charlotte, I think it may be considered as definite, that the enemy will arrive at Cherryville just exactly fifty minutes too late to seize the Papermill bridge before our cavalry can reach it. There are, of course, some minor errors in my calculations, and I suggest the whole mathematical work be subjected to the vigorous scrutiny of the Engineer Office. Having nearly twelve years to discover any errors, we may be prepared, from their labors, to be exactly on time on the Papermill bridge. It will be noted that I have taken the western terminus (or rather its distance from Charlotte) as a constant in all calculations. I do this for two reasons: First, the retardatory effect of Tom Scott on the road; and secondly, that being removed, or the want of funds to complete it. I consider the whole problem is worked out in the foregoing, and that the enemy is checked by physical and mechanical causes in the first move of his campaign. We will now proceed to discuss the movements which will follow, and the effect of various causes on them. These I will divide into topographical, climatic, dietetic, and social. The country between Cherryville and Stiggins comprises every variety known. It ranges from the superlative, according to the inhabitants, to its reverse, according to the traveller. Every item of its surface has been accurately surveyed by me in three different ways—with the compass, theodolite, and plane-table. Every triangle has been worked out five times, and, to be accurate, I have verified the office work by going over it with a two-foot rule with one side marked in millimeters. The number of panels in each fence, with the rails to a panel, are known. Every tree from a diameter of two inches and upward is marked. All springs are carefully located; all those possessing mineral qualities are noted, with a catalogue of the various ills they are calculated to alleviate. (This list is large.) The position and depth of each mud-hole is marked. In fact, it is needless to recapitulate; but I think nothing has been omitted on the map. It is necessarily large, being on a scale of one inch to the yard; but, as it comprises an area of 1,296 square miles, that is but natural. My suggestion is that, in event of there being a war, the map can be spread over the theatre of operations, and each general can, making the necessary correction, know exactly where he is without reconnoitring. On the question of climate, sunshine, rainfall, etc., I was unable to find out much. The daily papers do not publish the reports of the Signal Bureau, and therefore nobody knows what sort of weather they have had. It may be safely assumed, however, that the weather will be known by the time, as it is probable that before ten years will have passed 90 per cent. of the Lieutenants of the Army will have been placed on the Signal Service, and it is reasonable to suppose that one will be about there. The dietetic I place under two heads—subsistence for man and subsistence for beast. Generally speaking, the subsistence is Indian corn (various preparations), the common or domestic hog, and the ordinary cabbage of commerce. Coffee, being an imported article, I do not count, except to make my list complete. Milk cannot be depended on. The erratic character of the cows prevents any dependance on a constant supply. The lists appended give correct inventories of what was on hand in every house, cabin, hotel, and store at twenty minutes past four July 31. These include food, clothing, liquors, tools, materials, etc. It was necessary to be very particular in the enumeration in order to prepare the assumed tables for 1884. To do it I was obliged to reticulate the country with telegraph wires at great expense. I think, therefore, that my assumptions are correct as displayed in the tables. A similar set of tables is submitted showing the amount of grain which will be available for horses. It is presumed that some hundred thousand grains of corn were not counted, which makes a difference in the calculated and estimated supply twelve years hence. Passing now to the social question, first let me state that in my topographical work I was continually informed during it of the existence of a bloody chasm over which hands could be shaken. My search for it compelled me to go over the whole ground three times, and I was preparing to go over it a fourth when I was informed that it was a social chasm, not a geographical one. It was a source of considerable difficulty to me at the time, topographically, and I am in-

formed that it is equally so socially. It is presumed however, that we will be a homogeneous people at the time; so all that is to be considered is the adaptability of the people for war. I carefully examined all who would be of a military age at the time. The scheme of examination, which in each instance was personally conducted by me, embraced alphabet, arithmetic, reading, writing (in all cases to the formation of the letter X), algebra, geometry, Bible history, dancing, and Latin. The result of each examination, some 4,800 in all, reduced to three foolscap pages to each, is appended. An expression for the mental capacity of each is given in red ink after each name on a consolidated catalogue. Casts of the heads of all are on the way to Washington for examination by the principal phrenologist of the Bureau of Morals and Mental Capacities, General Recruiting Service, that it may be decided whether or not to enlist them in event of a war taking place, I venture to state that my estimate of mentality will nearly coincide with that of the above-named officer. If it does not, he is wrong. Mine is procured mathematically, and is of course right. Having now all the data which is necessary, the whole question as to the success or failure of a campaign in this quarter rests with the chief of the staff. If it is not inconsistent with the obligations of secrecy, I would be gratified if the official report of the Kriegs-spell, fought in accordance with these data, may be permitted to my inspection, that I may see how near it agrees with that fought by the officers of my battery. If such cannot be permitted, I trust, at least, that I may be informed whether the two guns which will remain to the enemy at 4 P. M. of the 16th of August, 1884, will be captured by the Seventh Cavalry or the escort of the commander of the Fifth brigade of the Landwehr. My Kriegs-spell says the latter; but there seems to be a doubt.

Respectfully submitted,
PATRICK COSTIGAN, First Lieut. Mth Artillery.

In the current number of *Colburn's United Service Magazine* is an article on mastless sea-going ironclads. Glancing at the reasons for anticipating that the mastless type will prove successful at sea, the writer observes: "After the *Devastation* has been tried, probably in the autumn of this year, the question will be set at rest; but there need, we think, be little fear of anything but a satisfactory result. From the estimates of her initial stability or 'metacentric height,' and its comparison with the corresponding values in very steady ships like the *Monarch* and *Hercules*, it appears practically certain that she will also prove a remarkably steady gun-platform, enabling her guns to be fought with accuracy even in heavy weather. No comparison can be made between this type and the American monitors, although it has been much the fashion to argue from the supposed steadiness and good behavior at sea of the *Miantonomoh* and *Monadnock* that the *Thunderer* and *Devastation* would also behave well. Nor should it be lost sight of that while American monitors have made ocean voyages, they have done so under convoy, and with their turrets so caulked up and blockaded to keep the water out that it would have been impossible for them to have fought, even if the necessity had arisen. In short, the American type is essentially fitted fighting in smooth water, when the lowness of their decks and the nearness to the water of their guns is not objectionable, but rather advantageous. On the contrary, our breast-work ships are essentially fitted for sea service, and for fighting in the heaviest weather; their guns being carried high above water, and their turrets always remaining in working order ready for immediate action. It appears most desirable that our armor fleet should include both mastless and rigged ironclads, the one kind being complementary to the other, and the development of each requiring continuous and skilful application on the part of our designers so long as it shall be considered desirable to continue the use of armor-plating on war ships. The recommendation of the Committee on Designs as to the discontinuance of the construction of first-rate rigged ironclads appears unwise in view of the policy followed by other naval powers, and the necessity for efficiently protecting our world-wide commerce, and our numerous transmarine possessions. Their scheme for local centres of naval power from which mastless ships could operate had been shown to be impracticable without great changes and vast expenditure, besides being doubtful as a question of policy. Under present conditions, to take their advice would be to throw the protection of our commerce mainly upon small ironclads and unarmored cruisers, and this seems most undesirable."

THE *London Times* describes a novel and experimental railway which has just been constructed at Aldershot Camp. It is of eighteen inch gauge, and upon the "suspension" principle patented by Mr. J. B. Fell. It is to be worked by a locomotive engine specially designed and built. All the details appear to have been carefully considered, and if the result is as satisfactory as anticipated, it is intended to make several miles of this railway in and about the camps at Aldershot, and in leisure time the soldiers will be exercised in taking down and putting up again for military transport service.

An official statement has been prepared by the War Department, by which it appears that the whole number of troops in the twelve Southern States, excluding those in Texas on Indian duty, on the remote frontier, is but 3,159. In Virginia there are no soldiers at the present time; in North Carolina but 283; in South Carolina, 1,007; in Georgia, 260; in Alabama, 257; in Florida, 163; in Mississippi, 520; in Louisiana, 267; in Arkansas, 63; in Tennessee, 349; in Texas, none expect those on the frontier. Total, 3,159.

GENERAL SHERMAN and his son Thomas expect to sail for the United States in the Cunard steamer *Russia*, leaving Liverpool September 5.

THE NATIONAL GUARD.

THE SEVENTH'S VETERANS.—The Veterans of the National Guard, Seventh regiment, it is said, propose organizing an "Old Guard," the members to wear a uniform, and the corps to be military in a distinctive sense. This association has, it seems, long endeavored to combine the military with the social and civil organizations, but thus far has been only partially successful. All sorts of plans have from time to time been proposed, and in several instances carried out, but nearly all have been financial failures. The abolition of the social luncheon at Delmonico's after the quarterly meetings has somewhat affected the attendance, and the substitution of excursions, entertainments, etc., as before observed, has not met with the encouragement it deserved. Therefore for this and other reasons this season has been allowed to pass without any further attempts in that line. The subject of a uniform for the members of the association has always been lost whenever brought up at the meetings, but now has apparently taken a more feasible form. It is said that at least one-half of the members are in favor of the formation of this "Old Guard," which therefore will number at least three hundred men. This command proposes adopting a handsome uniform, and from time to time will make parades and excursions as a military organization, and as the representative Veteran Association of the National Guard.

BRITISH CRITICISM ON OUR NATIONAL GUARD MILITIA.—Recovering from the momentary admiration of American military methods which our suppression of the Rebellion occasioned, the British press is returning in a measure to the old tone of contempt with which we are so familiar. The *London Broad Arrow*, for one, is most uncompromising in its criticisms on "the United States Army" which we published last week, and our National Guard finds still less favor in its eyes. Open as the National Guard may be to criticism, it is at least certain that it has never yet failed to put an end in less than twenty-four hours to such exhibitions of lawlessness as that which was suffered to run riot in Belfast for a week under the British system of administration. There was an apparent exception during the war, when the draft riots disturbed New York for several days, but that was owing to the absence of our National Guardsmen to the front, and it was the fact of their absence which gave courage for the outbreak.

THE GREAT ARTILLERY COMPETITION.—The competitive artillery contest at Cape May last week between the Keystone and Camden batteries came near being a failure as far as the shooting was concerned. It will be remembered that the range was one mile, target canvas, regulation size, 20 feet square. The Camden Battery used two 3-inch rifled Griffin guns, 6-pounders, and fired shells with sand weighing eight pounds, the charge being two pounds of powder. The Keystone Battery had two 2.9-inch Parrotts, 10-pounders, and fired elongated ten and a half pound case shots, with a charge of one pound of powder. Twelve shots were fired by each battery, the Camden opening the contest. The firing by the Camden Battery was slow; it began about 12:30 and lasted about one hour. Some difficulty was experienced by the shells not being exactly fitted to the bore of the guns, and some of them had to be chipped to make them fit. Some of the shots were well lined, but fell short of the mark, and none of them struck the target. After Battery B had finished its twelve shots, and the judges had inspected the ground, the Keystone Battery began its firing at fifteen minutes before 2 o'clock, concluding at twenty minutes after 2. Of the twelve shots fired by the Keystone, one struck the target about two feet from one of the corners. Most of the Keystone's shots went further than those of their antagonists, and some of them raised sand and dust near the target, but as above stated, only one struck the mark.

Two different correspondents of the *Philadelphia Sunday Republic* facetiously describe the shooting. Says one: "We do not suppose either battery intended to hit the target, but just tried to see how close they could come to it without hitting it. This presumption being a true one, we congratulate our own and sister city on possessing such first-class talent; and in case of a foreign war our citizens can sleep peacefully through the long night hours, trusting implicitly in our trained and true marksmen of Philadelphia and Camden. Battery B led off, firing twelve consecutive shots, each time ploughing up the ground in front of the target, or else just going over the top. Too much praise cannot be awarded to the gunners of this battery for their extraordinary skill in not damaging the beautiful piece of canvas, which seemed to the impartial observer to be of the size of a side of a common-sized dwelling-house. The Keystone boys then went to work and succeeded in tying their opponents' score, up to the eleventh shot, when the gunner, Sergeant Davis, made a mistake in sighting his gun, and the result was that the upper right-hand corner of the target was torn away. This sad accident, strange to say, was received with cheers by the Keystone adherents, and the twelfth shot, resulting like the first twenty-two, the Keystone Battery were declared the victors in the contest and possessors of the prize flag." The other remarks that "it would be a sad loss if, after a short lapse of years, when all that live are departed the brave marksmen of Philadelphia and Camden should be forgotten. The next movement in order was the firing. The gun was carefully ranged, sighted, and bang, off went the first shot of our Camden friends. Result: nix. A quarter of an hour

expired; off went the second. Result: wilder nix. To make it short, I give the score: Number 3, nix; 4, wieder nix; 5 and 6, nichts; 7, 'Erst recht nichts' (the above is the German expression for a plug in the bull's-eye); 9, 10, 11, 12, nix. Now our Keystone boys commence.

"These brave fellows had great confidence in their skill, and fired away with spirit. Score, 1, 2, 3, 4, 5, nix; 7, 8, 9, 10, nix; 1, corner of the target blown to atoms; 12, wieder nichts. Now everybody can see our artillery is remarkably proficient, as only the twenty-third shot touched the corner—all others were as the Dutchmen say 'nichts'—and those all centre shots. The prize was awarded to our boys, and the battery may well be proud of their hard-earned victory."

THE NATIONAL RIFLE ASSOCIATION is building the butts at the Creedmoor Range. The embankments are being thrown up and grounds cleared to prepare them for the purposes to which they are to be adapted. A deputation of the directors, accompanied by the engineer, has visited Canada to inspect the ranges there, and was received with the greatest attention. The Canadian Volunteers have for years given great attention to rifle practice at long ranges, and have arrived at such great proficiency that we cannot hope to equal them for some time. Captain Wingate's "Manual for Rifle Practice" is now going through the press, and will be ready for publication in a few days. It is a book that ought to be in the hands of every National Guardsman, and instruction in it given in every regiment. The publication of this manual, and the completion of the Creedmoor Range, will give a great impulse to rifle practice throughout the country. We expect to see the liveliest possible interest in the subject displayed this fall. The directors are receiving propositions from National Guard companies to join en masse, the provisions of the by-laws allowing them under such circumstances to come in at half the usual rates. The regular monthly meeting of the Board of Directors will be held on Tuesday next, when the different committees will report progress, and much of interest will transpire.

VETERANS OF 1812.—The excursion of the Veterans of 1812 to Meyer's grove, which took place last Monday, was quite a success. The National Guard was well represented, especially by the Sixth and Fourteenth regiments. Colonel Sterry, of the Sixth, was present, and manifested a lively and commendable interest in the welfare of the old soldiers, which was well appreciated. The success of the excursion was greatly due to the efforts of Colonel Sterry and other officers of the National Guard, as well as the exertions of the Continentals, the old friends of the Veterans. Since the city government has almost entirely neglected the care of the old warriors, Colonel Sterry has magnanimously come to the relief of the old soldiers, and promises that hereafter they shall celebrate Washington's Birthday, the Fourth of July, and Evacuation Day in a becoming style, instead of having them look out for themselves on these occasions. The Veterans, it is well known, are neither wealthy nor numerous, and since the city authorities have deserted them their entertainments have consisted in hiring a hall, buying a ham, a few loaves of bread and cups of coffee, to celebrate the victories and glorious deeds and recollections of olden times. Generals Raymond and Burnett and Captain Crowley delivered addresses at the grove. After which Colonel Sterry, in a few remarks, stated that his association with the Veterans had been of the most happy character, etc. The speakers were applauded during their remarks. The excursionists returned to the city in the evening, having passed a pleasant day without accident, or ought to mar their enjoyment. Colonel Abraham Dally, with Captains Washburn and Koss, Sergeant B. B. Levy, and Mr. C. Smith, Jr., made an efficient committee.

NATIONAL GUARD UNIFORMS.—The great variety of patterns and colors displayed in the dress of our National Guardsmen has frequently been the subject of comment here and abroad, and the want of some uniformity has always been looked upon as one of the great drawbacks of the service. The States should, undoubtedly, adopt some system of uniforming the National Guard, at least in fatigue, so that in the event of active service the troops could maintain some distinctive badge as a National Guard. With the advent of the showy full-dress there has been gradual drifting from the former State uniform system, particularly among city regiments, until now the old serviceable Army blue uniforms have almost become things of the past in the National Guard. The uniforms, as furnished at one time by New York State, were never favorably received among the troops. How could any one look upon either these or the uniform of the United States Army as patterns of elegance? Still they were uniform in color and pattern; and an infantry regiment did not parade in colors indicating the cavalry or artillery arms of the service, or vice versa, as they do now. Any foreigner witnessing a parade of our National Guard is at once struck with the ridiculous mixture of the trimmings of the uniforms. Here we have mounted infantry and infantry mounted; cavalry parading in colors indicative of the artillery, and artillery as cavalry. New York and a few of the other States are gradually overcoming this objection, and, in uniforming in full-dress, do so by regiment. The militia of the country, however, still maintains, as a rule, the company play-soldier, showy dress, giving to all their parades a piebald appearance, as instanced in the 4th of July parade of the California militia, as described in another column by an English correspondent. What the National

Guard of this country requires is uniformity of dress, or a national uniform for general service. But as long as the General Government takes no measures toward compelling every State to organize a militia, and provide for its maintenance, just so long will the militia of the country remain in this unsatisfactory condition. The States of New York, New Jersey, Pennsylvania, Massachusetts, and Connecticut make some pretensions toward providing a National Guard, but beyond these no properly organized or adequate militia exists. In this connection we present the views of a correspondent on this subject. Many of them will be found interesting to the troops located in New York city. The writer says:

I am sure that the military readers of your paper appreciate what you recommend, and I wish I could influence you to advocate a reform in dress. The National Guard of New York city has three regiments some of whom when plumed, attract notice, and excite now and then a smile at their ridiculous appearance. You may remember the 4th of July last was intensely hot; well, a German regiment passed down Fourteenth street with heavy helmets for a head dress. Man after man "fell out" between University Place and Sixth avenue, leaving traces of their desertion in the gaps of the company fronts; fully fifty men retired in dignified and military disgust in consequence of the heat. Now discipline is at an end if men will "fall out;" but if the reason is traced to the unreasonable head dress, the remedy should be in compelling the regiment to discard the unsightly helmets at once. I also note a movement to introduce new styles of uniform. Within twenty-four hours the papers announced that the Seventy-ninth, or Cameron Highlanders, will shortly don the kilt and philibeg; but if they do, there is something more required before they can offer themselves as the counterfeit presentment of the gallant Seventy-ninth of Scotland, who have the ostrich cap, which is a wire frame worked over with ostrich feathers, and from the band the beautiful plumes droop to the right side of the cap. They cost \$20 each. Now if the regiment cannot afford to procure all, it would be better that they discard what they have got, for the cap, shako, or head gear they propose to adopt will prove a medley on military uniforms. Some State regiments wear gray, and before the late Rebellion Wisconsin, Maine, New Hampshire, and Vermont wore gray, and entered the field with the uniforms of that color. As the graybacks of the so-called C. S. A. adopted gray, it was found on one or two occasions that our men fired into Federal regiments, taking them for Rebels; consequently the gray was discarded, and blue, our own national color, was adopted. Now we want no "peace color" and "war color;" we want all our regiments clothed in one color, blue, a uniform slouch or shako, and bluish-gray pants; thus, if ever called upon to turn out and take the field, the militia regiments or National Guards are at once ready for service, and, when brigaded, the effect would be grand; the Regulars and Volunteers would be garbed alike, and the forces, for neatness of uniform could challenge comparison even with European armies. Our National Guard regiments should be made to discard their plumes to the shako. Green and red may be very attractive, but a simple green pompon would look very much handsomer with the dress worn by the Sixty-ninth regiment; and on dress parade, in the blue uniform they wear, that regiment would be looked upon as one of the neatest in the National Guard; but they are not so now. The First regiment, small in strength and untidy in appearance, could be much improved if the officers would put aside the gold chevrons covering from the wrist to the elbow. Zouave regiments are, so to speak, "played out;" and at Sedan and other fights they took "leg ball," and next morning were found "all present and accounted for;" so let the gallant First set the example. Keep to the blue, keep to the facings, have a uniform head dress, and we may look forward to better disciplined regiments, and economically maintained—the only inducements to warrant young men voluntarily enlisting.

A. W. H.

THE COUNTY ARMORIES.—We have received the following communication relative to the new armory building to be erected in New York city for the accommodation of some of the city regiments:

To the Editor of the Army and Navy Journal.

SIR: In a recent edition, in an article on the armory of the Twenty-third regiment of Brooklyn, you alluded to certain proceedings of the Board of Supervisors of New York county. While it was evident to my mind that your comparison was intended as a burlesque on the two-story drillshed, many are of the opinion that it cut both ways. Now, the proposition of the New York Committee was a sensible one, as fully explained at the meeting. The Committee propose leasing a large plot of ground in a good neighborhood, and on it to erect a building that shall be an ornament to the city, and when completed be county property; said building to be three stories, with basement raised a few feet. In the basement they arrange a drill room for a cavalry regiment, and by going under the sidewalk and street on three sides—that is, on the ends and avenue side—make a rifle gallery of at least 75 yards. Then the walls will be built very solid, so as to swing iron girders from side to side, leaving the full space of the first and second stories for drill rooms for two infantry regiments, the third story being arranged in suites of rooms for the three regiments. They intimate that they can in this way arrange a suitable armory that will only average \$9,000 a year for a regiment.

ONE WHO KNOWS.

THE VISIT OF THE SECOND CONNECTICUT.—The visit of this crack regiment of the Connecticut National Guard will be one of the most important military events of the month of September, and from what we can ascertain the Seventh will compose the escort or a portion thereof. In fact, the weather has been so warm, and the general absence of the members out of town, has prevented any concerted action on the part of the officers or regiment at large; but the members generally are, nevertheless, agitating the reception of their hospitable friends of the Second, and in these matters the rank and file sometimes speak first. The Seventh, it is said, has also decided to receive the First Pennsylvania on Evacuation Day, November 25, so that it looks as if it were going to have a lively time this fall. The Second has changed its programme somewhat, and now proposes coming by special train from New Haven. The regiment has chartered a special train of fourteen cars of the New York and New Haven

Railroad Company, and will leave New Haven at 11:30 A. M. and arrive in New York at 3 P. M. same day, September 19. This will insure the regiment being on hand at a given hour so that its escort need not be kept waiting. Boats are slow, and are sometimes detained by fogs. Moreover, Peck slip is not a good place to disembark troops, or offer courtesies. The Second has made arrangements for establishing its headquarters at the Grand Central Hotel, where a large portion of the regiment will also locate, other companies having taken quarters at the Metropolitan and other first class hotels of the city. Every arrangement is most complete; and Connecticut will in this instance give us a sample of one of its militia regiments, uniformed, armed, and equipped in every particular.

THE TWENTY-THIRD'S NEW ARMORY.—The building of an armory for the Twenty-third of Brooklyn became a fact on Wednesday last, on which day the ground was broken for the new building. There has been so much bickering between supervisors, architects, and builders since the passage of the State appropriation that the majority of the members began really to suspect that the new armory was something of a myth; but now all doubts have been dissolved, and the armory is an established fact. On Wednesday morning a small delegation of the officers and men, together with the Military Committee of the Kings county Board of Supervisors, the architect, contractor, division commander, and a few spectators assembled on the grounds adjoining the Brooklyn Rink, Clermont avenue, to take part in and witness the informal ceremony of breaking ground for the new headquarters of the regiment. The notification was brief, therefore the assemblage numbered considerably less than fifty. At a little after 10 o'clock the contractor, Mr. McGill, arrived, bringing with him a new shovel, which useful tool was formally delivered over to Col. Rodney C. Ward, the regimental commander, to commence the work. The picket fence surrounding the ground was partially removed, and the soil loosened, immediately after which the stalwart colonel took off his coat and commenced the removal of the first shovelful of dirt into the cart at hand. As the first shovelful was delivered, the assemblage sent up appreciative applause and complimented him upon his skill as a laborer. At the termination of this duty, by a most remarkable coincidence, it was found that the colonel had emptied just twenty-three shovelfuls of dirt into the cart, and as a still further remarkable fact, the shovel used (which had been purchased off hand by the contractor) contained on its handle the name of Baker, Ward. Ordinarily, this would strike most persons as too remarkable to be true; yet, on the word of Colonel Ward and the contractor, and actual count of Major-General Woodward and others, we have no reason to doubt this most extraordinary coincidence.

This ceremony over—if it may be so called—the party, by invitation of Colonel Ward, adjourned and drank to the success of the undertaking, brief remarks being made by Colonel Ward, Supervisor Fletcher, chairman of the Military Committee, Supervisor Fairchild, General Woodward, and Mr. McGill. General Woodward exposed the false economy of the Board of Supervisors of Kings county in not providing better accommodations for the National Guard, and stated instances where regiments are using buildings not only unadapted, but actually declared unsafe by this same body of county officers. The Military Committee, comprising Supervisors Fletcher, Fairchild, and Wilkinson, be it said to their credit, have worked well for the interests of the militia in this matter; and we trust the remarks of General Woodward will have their influence. Among the officers present, in addition to those already mentioned, were Lieutenant-Colonel Farnham, Major Partridge, Captains Trustlow and Jacobs, Lieutenants Story and Moore, the non-commissioned staff, and a representative from almost every company. Late in the fall, on the occasion of the laying of the corner-stone, the regiment will parade and the grand formal ceremony will take place.

ENGLISH MILITARY NEWS.—An "American English" correspondent of a London paper gets off the following "bit" of military news regarding the New York National Guard:

A New York military paper has just discovered that the English Volunteers are undrilled and undisciplined, that crack regiments are unknown, but that all the men are death on a bull's-eye at 600 yards. This information it has got from an officer of great experience, who has seen thousands of English Volunteers. Of the American corps it says the opposite is the case; they are highly drilled and disciplined, but cannot shoot at all. Other New York papers tell a different story; all agree about the non-shooting qualities of the American Volunteers, but they are also strongly urging their encampment, in order to teach them discipline. In consequence of this, the famous Seventh New York has gone into camp (after many years' neglect), not at an American Aldershot or Wimbledon, but at Saratoga, the gayest and most expensive watering-place in all America, and perhaps in the world. I learn also from New York papers that two regiments have just been snubbed in general orders for forming guards of honor to receive a travelling circus, while a third has elected a Miss Charlotte Tilson (I think that is the name) as colonel; for this, the papers suggest, it should be cashiered.

The above displays just about the average English ignorance of America and American affairs, and on that account is amusing reading for New York; but even a Cockney military correspondent ought to know that regiments cannot be "cashiered," even in America. Undoubtedly the English Volunteers are better shots than our militia—that we readily admit, as we have always done; but our information as to the discipline of the former, from both English and American

sources, entirely justifies the statement that it does not equal that of the best of our National Guard regiments.

AN ENGLISH VIEW OF CALIFORNIA MILITIA.—A correspondent of the London *United Service Gazette* thus writes of a militia parade in San Francisco:

"Let me," he says, "describe the San Francisco military forces, as seen by me on the 4th July, when they formed a great portion of the celebration procession. Three regiments of infantry, a battalion of cavalry, and various detached companies were on parade—I use the American terms—hence the 'battalion of cavalry.' The unit of organization seems at 'Frisco' to be the company; each company dresses as it pleases, and has, unless light infantry, a full stand of colors; apparently, too, each company selects any system of drill it pleases. About thirty-five companies, or troops, of from forty-eight to seventy-five rank and file, were on duty on the 4th, and they exhibited thirty different varieties of uniform, and almost as many pairs of colors. The cavalry and the three regiments of infantry formed a brigade, and were commanded by a brigadier-general. The First regiment, of seven companies, was Grenadier; the favorite uniform was the dress-coat, with swallow-tails to the calf of the leg, the worsted epaulets drooping over the chest, and the towering bearskins of the French Guard at Waterloo. The first company had this pattern of coat in scarlet, and their bearskins were white; the second were in blue and white bearskins, the third blue and dark bearskins, the fourth green (rank Fenians) and white bearskins, and their second color was the green field and the crownless harp. The Second regiment was equally motley, and was mainly styled Fusiliers; its seven companies exhibited three different Prussian uniforms, two or three modern French, and a nondescript gray. The Third regiment was of six companies, whose names are worth recording—the Montgomery Guard, the Wolfe Tone Guard, the Meagher Guard, the Emmet Guard, the Shields Guard, and the MacMahon Grenadiers; each had a different uniform, mostly varieties of green, and each carried the American ensign as Queen's color, and the crownless harp on a green field as second color. None of these regiments mustered 350; their staff were the United States uniform, and the regiments were, I fancy, organized like our administrative battalions. The cavalry consisted of three troops of fifty men—a hussar troop, a light dragoon troop, and a heavy troop.

"The independent companies were equally motley in appearance; there were cadets in gray, and mulattoes in the same, while Swiss, Sardinian, Tyrolean, Garibaldian, and Zouave and other French uniforms were all represented. In fact, every possible uniform was there represented, bar the British and the American; except on staff officers, there was nothing that could be called an American uniform. Each company, even in the same battalion, moved as it pleased; some in threes, some in fours, some in fours with wide interstices between the men, and half of one battalion moved in column with the preceding and following companies in fours. The distances between fours varied from four to eight feet. The words of command were given in English, French, German, and Italian. I was told that three-fourths of the men were Irish Fenians, and the rest French, German, and Italian, with very few native Americans. Spite of the motley appearance of the turn-out and the many antiquated and ridiculous uniforms, finer food for powder, both men and horses, never paraded; in height or weight the men would beat most European Line regiments; while the American fashion of shaven cheeks, full moustache, and goatee, gave a veteran aspect that our Volunteers want. The horses, too, were magnificent, from fifteen to sixteen hands high, and made of bone and muscle. It corroborated what I heard the late Colonel Brewster say, 'that the Americans possessed the finest raw material in the world for an army.' There was no review, but I believe many companies marched to a local Cremorne, to compete for a drill cap given by the enterprising proprietor. Their arms were very poor—old muzzle-loading, bright-barrelled, brass-fixed pieces. The notices for parade in the papers in many cases ordered that members not parading were to deposit their uniforms at headquarters the night before. The whole procession was enormous. The firemen formed a division, marching, in military order, with their machines, and preceded by a sergeant-major, who brandished eight feet of polished brass, the nozzle of his engine hose. The rear of the whole was brought up by the Borer Guard, a collection of sixty clowns from the aforesaid Cremorne, dressed in burlesques of the uniforms of the Volunteers, while the commander rode 'the celebrated woolly horse' (see the Cremorne bills); then came a caravan full of monkeys. The other humors of the procession I have omitted, as having nothing to do with military matters."

RHODE ISLAND.—The U. T. A's.—Upon invitation of Brigadier-General T. W. Chase, this command, Colonel Henry Allen, will visit Reed's Palace, near Greenwich, September 4, to participate in their annual target practice. Colonel Allen, in orders, makes the following remarks relative to the custom of "exchanges" so frequent among National Guard troops: "The attention of the members of this command is called to the practice that has of late been made in disposing of portions of the uniforms and equipments in exchange for those of other organizations. This practice is entirely wrong, and must be discontinued at once, as the effect is detrimental not only to the efficiency and appearance of the command, but, it is believed, leads to a feeling of indifference and carelessness on the part of members as to the property in their possession. All property thus disposed of, such as fatigue caps, buttons, monograms, etc., must be replaced immediately at the expense of those members in whose possession the property was originally placed."

VARIOUS ITEMS.—Capt. Chas. T. Schmitt, of Co. H, Twenty-eighth Battalion, on Monday was interred with military honors. The officers of the Thirty-second regiment, Battery B, Second division, and Eleventh brigade, Separate Troop, were represented. The Fifteenth Battalion and friends will enjoy an excursion September 8. This battalion is rapidly growing, and will muster, it is said, about 300 men this fall. Lieutenant Heerd, of the Forty-seventh, it is reported, has been asked to return to his first love, the Twenty-eighth, and assume command of Company H. Can the Forty-seventh spare him? By the way, we understand the Thirty-second are looking after a captain of the Forty-seventh to accept the majority made vacant by the down-

ward promotion of Major Karcher. Of course every one knows Adjutant Karcher!.....Captain Moody, of the Eleventh brigade staff, Second division, has resigned. The Second brigade, First division, will march over the parade ground of the Second division, Brooklyn, September 11. General Funk will lead it. Ex-Captain Van Cleef has been asked to return to the Thirteenth as commandant of a large company. He has considered the matter, and we think will accept. He was one of the liveliest officers of the division, and fully competent for his position. The proposition to purchase Harlem Flats for a parade ground for the troops of the First division for the small sum of \$5,000,000 is about exploded; nor will the recent *expose* of this alleged "ring" project aid its revival. Manhattan Square, also Fleetwood Park and other localities in Westchester county are now suggested for the necessary parade ground. The Park Commissioners and Major-General Shaler are working apparently in happy union, and before long the question of a parade ground for the division will be settled. The commissioners hold a meeting next week, when, perhaps, something definite will transpire on the subject. The veterans of the First Light Infantry of Providence, R. I., numbering 100, under Colonel Brown, held a grand clam-bake at Rocky Point last week, and, together with the First Light Infantry regiment, entertained invited representatives from the Hartford Putnam Phalanx, Boston Ancient and Honorable Artillery, and the New York Twenty-second, in the redoubtable person of good-natured Surgeon Roberts. It was a happy event, and all had a jolly time. Company H, First, Captain Bartham, was ordered into camp at Whitestone, L. I., August 31. The First has been directed to elect a colonel on the same evening. The Third, it is said, will shortly go into camp in Westchester county. Colonel Fay will, we learn, retire from command at the expiration of his term, which will occur in a short time. The Third cannot afford to lose him. The Fifth is looking anxiously for its commander, meanwhile Major Hallan and Headquarters Clerk Drew, "run" the regiment and headquarters. The Sixth is not yet turned out of its home, but it will soon secure new quarters. Colonel Sterry, we understand, is about to recruit from the Veterans of 1812 for a "pioneer corps." The Seventh are agitating target practice. Two or more companies will shortly join the National Rifle Association. The Eighth is quiet, and still maintains a snug and handsome little armory. Colonel Scott, like the regiment, seems now perfectly satisfied. The Ninth is growing rapidly again, and, under Colonel Braine, assuming good shape. The extensive armory is beginning to look less like a barn, and will be more comfortable this winter. The Eleventh, it is said, will soon introduce a new procession law. The Twelfth has been summering, and the only news is the proposed election of Corporal Crook to the position of first lieutenant of Company I. Colonel Ward, we regret to announce, has just suffered another severe family affliction. Adjutant Murphy has been receiving instruction in rowing under Josh Ward, at Cornwall, on the Hudson. Last week in a "spurt" he beat the dock two lengths. The Thirteenth of Brooklyn and its colonel and adjutant are still safe despite the malicious and wholly unfounded attack of a daily paper on the latter. A new armory begins to loom up, and the new committee, it is said, has fixed matters at last. The Fourteenth will parade with increased strength this fall. The new uniform has revived the spirit of the men. The regiment, however, wants a new adjutant. The Twenty-second, by company and squad, continues practice at the regimental range. The regiment will undoubtedly try again this fall, and will send representative competitors to Canada. The Twenty-third now defies an architectural "mandamus," as its new armory is under way. It has a surplus of \$10,000 from the appropriation for furnishing the building when completed. The Twenty-eighth is making great preparations for its grand target excursion. The Thirty-second will soon be ready for a great display in new uniforms, and will be the first regiment in the National Guard to introduce the shoulder-knot adopted by the U. S. Army. This regiment is progressing. The Forty-seventh last week forwarded some twenty enlistments. "Dots vot er kinder mon Colonel Austen is." Colonel Fuller, of the Fifty-fifth, since assuming command, has renewed the life of the regiment, and this winter will inform the members "what he knows about drilling." The Sixty-ninth keeps on in the "even tenor of its way." The Seventy-first will undoubtedly elect Lieutenant-Colonel Vose to command in place of Colonel Harry Rockafellar, resigned. The Seventy-ninth is not yet "kilt." The Eighty-fourth expects its colonel home from Europe in October. As for the Ninety-sixth, its colonel, report says, has actually grown thin, either through the extreme heat of the weather or the hard labors of reorganizing the regiment. The other regiments of the First and Second divisions are doing as well as could be expected under the circumstances, considering the heated term; and the fall season of drill, etc., will soon open with unusual vigor.

ANSWERS TO CORRESPONDENTS.

VOLUNTEER.—We do not know of any law or decision which exempts a soldier who was discharged to receive promotion from the benefits of the act passed by the present Congress giving \$100 to all who enlisted, etc., before July 22, 1861, nor the member's name who framed or introduced the bounty bill referred to.

A PRIVATE, Fort Larned, Kas.—An enlisted man, who re-enlists from the Army within thirty days in the Marine Corps, does not forfeit the re-enlisted pay granted to soldiers re-enlisting in the land forces.

FOREIGN ITEMS.

THE *Superb*, the largest ironclad ship of any yet constructed, one of four new vessels to be built at Chatham dockyard, is ordered to be commenced on one of the large building slips at that establishment, and to be pushed forward in her construction, so that she may be ready for launching during the ensuing year.

TORPEDOES have proved most effectual instruments for catching fish. Two hundred river fish were recently taken by exploding 1 1-2 ounces of dynamite in a pomatum bottle fifteen feet under water. This engine is coming into use for fish poaching, and it is proposed to seek parliamentary aid in prevention of its irregular use, and in promoting its legitimate use as a fishing agent.

ADMIRAL Pothuan, with the aid of the maritime prefects of Toulon, Rochfort, Brest, and Cherbourg, is engaged in the special organization of corps of foundry, fitters, and engineers for gunboat work. It is argued that the use of gunboats must in future be general on all rivers in France, and that therefore it is necessary to have at all important stations men ready at a moment to construct, put together, repair, or dismantle them.

THE Russian corvette *Witjas*, of nine guns, has lately made quite an interesting voyage. She passed from the Bay Islands in Upolu, of the Navigator group, through the middle of the Pacific ocean, and its many clusters of islands, directly to Nangasaki in Japan, and in her course entered many almost or entirely unknown bays. Among these was one in New Guinea, where no European had ever been before, and where the inhabitants do not know the use of iron, and are cannibals. Captain Nasimow gave to the bay the name of "Bay of the Grand Duke Constantine."

THE St. Petersburg *Artillery Journal* asserts that the attempts to imitate Krupp's cast-steel ordnance in the government works of Perma and Obouchow have been entirely successful, and Russia will not only be able to dispense with M. Krupp, but it is confidently affirmed that the Russian cast steel is firmer than, and more durable, and not so liable to burst as Krupp's. The gun foundry at Perma is now engaged in casting 26 9-inch mortars, with Trelle-de-Boltier locks, and one 11-inch mortar. Obouchow is to turn out thirty-two 9-inch cast-steel coast guns. Time for deliver is, however, allowed till the summer of 1874.

THE President of the Republic, says the *Paris Patrie*, has adopted a measure of great interest to the army. He has decided that every military operation having as its object the re-establishment of order and the defence of society, shall count as an actual campaign in time of war. In fulfillment of this resolution the Minister of War announces that the corps, and parts of corps, which were present in 1871 in the departments of the Seine and the Seine-et-Oise, occupied by the army of Versailles, and that took part in the siege of Paris from the 18th of March to the 7th of June, will be held to have passed through a campaign. The same favor is granted to the troops engaged in March, April, and May, the same year, in repressing the disturbances at Lyons, Marseilles, Bordeaux, and other towns.

THE London *Army and Navy Gazette* learns from Paris that the Committee of Artillery has been reformed, and that there is some chance of the Reffye breech-loader being adopted. This piece, which is a 14-pounder, is much longer than the ordinary gun, has a very small bore, and is fired with a peculiar charge. A large number of these guns were turned out in Paris during the siege, and were presented by various corporate bodies to the Government of National Defence. They were brought into action at Champigny, and their accuracy was greatly praised, though the breech apparatus was not all that could be desired. Commandant Reffye, the inventor, was director of the Meudon works under the Emperor, and he has now gone down to Trouville to experiment in the presence of M. Thiers. His gun was experimented with at Havre about ten days ago, but it does not seem to have behaved over well, as compared with lighter pieces.

As the result of the passing of the War Budget in the Reichsrath, the Austrian army in time of peace now numbers 16,700 officers and officials, 280,127 men, 47,515 horses, 724 guns, and 2,302 wagons. In regard to the different arms, there are on the police establishment 214 horsemen, 4 guns, 263 horses, and twelve wagons to every 1,000 men of infantry. The proportion of officers to the privates, foot soldiers, is 1 to 20.76; in the cavalry, 1 to 24.45; in the artillery, 1 to 19.4; in the corps of engineers, 1 to 24.7; in the sanitary corps, 1 to 36.14; in the commissariat, 1 to 11.18. On the war footing the Austrian army numbers 29,318 officers and officials, 1,002,649 men, 161,645 horses, 1,680 guns, and 22,610 wagons. As regards the different arms to each other, there are 80 horsemen, 23 guns, 214 horses, and 30 wagons, to every 1,000 men of infantry. The proportion of officers to the men is 1 to 45.9 with the foot soldiers; 1 to 25.5 in the cavalry; 1 to 36.7 in the artillery; 1 to 41.8 in the corps of the engineers; in the sanitary corp, 1 to 52.4; and in the commissariat, 1 to 30.3.

SAYS the London *Army and Navy Gazette*: "The military in Paris, and that portion of the civil population devoted to the intoxicating effects of the red flag and abstinence are, by all accounts, on bad terms. That is to say the soldiers, whose conduct is most praiseworthy, are being constantly attacked and insulted by the dregs of the late insurrection, which have escaped alike the hulks, New Caledonia, and the Plain of Satore. These amiable ruffians are constantly manifesting their political opinions by falling on any isolated *piou-piou* they may come across, undeterred by the fear of General Ladmirault and a state of siege. Out of thirty-seven prisoners taken to La Sante a couple of days ago, more than twenty were charged with assaulting the police or the military. An officer of Chasseurs was thrown from his horse at the beginning of the week in the vicinity of Paris, and but for two good Samaritans who passed that way, would either have been left to perish where he

came to grief, or have been settled there and there. He fell upon very bad ground, and the Radicals evinced the greatest satisfaction at seeing a *Versailleux* lying on the road with his head cut open and otherwise injured."

THE *Poona Observer*, a paper published in India, states that recent experiments made in India have proved that roasted coffee is one of the most powerful disinfectants, not only rendering animal and vegetable effluvia obnoxious, but actually destroying them. A room in which meat in advanced state of decomposition had been kept for some time was instantly deprived of all smell on an open coffee roaster being carried through it, containing a pound of newly roasted coffee. In another room the effluvia occasioned by the clearing out of a cesspool was completely removed within a half minute by the use of three ounces of fresh coffee. The way coffee is used as a disinfectant is by drying the raw bean, then pounding it in a mortar, and afterward roasting the powder upon a moderately heated iron plate until it assumes a dark hue. The coffee must, however, be pure, as chicory possesses no deodorizing power.

THE reorganization of the Prussian artillery will take effect from the 1st of October, and cause many changes of garrison. Two or three batteries will be allotted to each corps-d'armee, so that the old field regiments of artillery will consist of nine batteries and the new ones of eight. The new regiments will be numbered from 16 to 30. The new fortifications which the German War Department decided to build on the northwest of Mayence have now been begun. The erection of two stone bridges on the Rhine, at Wesel and at Brissach, is about to be begun. When these are complete Germany will have eight fortified bridges on the Rhine, all connected by a strategic road and *en rapport* by railways with the principal stores of arms, which will multiply threefold the strength of the line of the Rhine. The whole of the Bavarian troops are to be armed with the Mauser rifle, which has been already adopted for the German contingent of the army.

"WITH the aid and supervision of but four foreigners," says the London *Naval and Military Gazette*, "a naval architect, an engineer, a draughtsman, and a shipwright, Chinese artificers are reported to have built and launched the first of their modern heavy war-frigates; and this vessel, having regard to the avocations of the Europeans named, is doubtless in most respects identical with our latest and most approved designs. It is quite possible, even, that in point of workmanship she may be superior to some of our vessels built by private contract work; unless it be that, inasmuch as Chinese artists are reputed to be less skilled in producing than in reproducing, they have had a model supplied to them, in which case they may possibly have graduated in the sublime and universal art of 'scampering.' Anyhow we hope they have succeeded in turning out a ship that will swim, and that need not skulk in harbor. The vessel, which is ere this launched, is of 2,700 tons gross measurement, and her battery comprises 26 40-pounder and 2 90-pounder rifled guns. Her load draught of water is estimated at 20 feet, and with engines of 400 nominal and 1,800 indicated horse-power, she is expected to realize a speed of 12 knots. Nothing is said as to armor, but it is presumable that she will be an iron-clad."

THE London *Times* speaking of the industrial training of British soldiers, of which Mr. Cordwell has given a distinct and positive announcement, says: "It has been asked a thousand times, not only by civilians, but by very good soldiers, why a quarter of a million of men in the prime of life, well fed, well clothed, well housed, and generally healthy, with nothing to do but to prepare for a contingency which very seldom happens, should spend a great part of their time in enforced, and we believe also irksome, idleness. Why are thousands of men to be employed doing for them what they would generally be quite able, under proper instruction and direction, to do for themselves? That the question has been answered, and that the answer has been thought sufficient, is too evident by the fact; for the British soldier is still very generally an idle man; but that idleness becomes less and less defensible. There is no reason why in the course of a long military apprenticeship a soldier should not become a thoroughly good carpenter, or brick-layer, or smith, or mason, or painter, or glazier, or plumber, or gasfitter. He will have been in a good school, with good teachers and good tools, and we may reasonably hope, under good masters. These trades are wanted all over the world, and are everywhere at a premium. The discharged soldier will be sure to find employment in the colonies, if he should make that choice; but even if he should stay at home he will be a very different personage from the pensioner of old days, or still more the soldier discharged without a pension, and compelled to drag on a miserable existence from small jobs now and then eked out by parish pay."

THE London *Engineer* speaks of the exhibition of the full-sized model of a 400-lb. common shell at South Kensington as of especial interest just now, when one of those projectiles has temporarily disabled an 18-ton gun on board the *Hercules*, and another has disabled one at Shoeburyness. The model is an exact copy of these shells, except as to the rifling. Instead of the fourteen Woolwich weakening perforations for studs, the walls are strengthened by five exterior iron ribs cast with the shell. These strengthening ribs give a rotating bearing of 9 feet 7 inches, instead of the usual 7 inches, and are intended for use with a uniform spiral instead of with an increasing twist, the "practical importance" of which, the professor of artillery states, "has not been decided by experiment." The difference of effort on long bearings enables a twist of one turn in 30, or less number of calibres, to be given, while "the stud in the projectile confines us to giving a less twist than I should like to give to any gun." The amount of metal removed from the steel lining of the gun forming seven grooves for the fourteen studs is 61 lbs., while that for the five grooves for the five ribs is 14 lbs. Thus, the model

furnishes a stronger shell and a stronger gun; while the diffusion of rotation over long bearings, and the perfect centring arrangements, enable a greater twist to be given; and the coincidence of the two axes being secured, the work now expended in wearing down studs, injuring steel tubes, dislodging fuse compositions, and breaking up shell, would all be directly applied to driving the shell out of the gun with greater velocity, to a greater range, giving more penetration. Recovered iron-ribbed shell were fired six times over without injury, so that the expensive process of retudding recovered shells would be dispensed with, while their original cost would be at least £77 per thousand less than the weak-studded ones.

THE Paris correspondent of *Engineering* communicates the following notes: "Turgan's Modern Artillery," which comprises a collection of interesting documents on all matters concerning artillery, is divided into five parts. The first treats of the manufacture of naval ordnance in the important factory of Ruelle, and passes in review the heavy guns of different nations. The second is a detailed analysis of the manufacture of cast steel, by Mr. F. Krupp, of Essen. The third gives the description of the French gun of 7, and its ammunition, and of the French mitrailleuse. The fourth relates to the manufacture of percussion caps in the manufactory of M. Gévelot; and the fifth treats on the manufacture of arms, by M. Lefauchaux, and his revolvers. The foundry of Ruelle, near Angoulême, devoted almost entirely to the manufacture of heavy naval guns, is now undergoing great alterations. Located on the side of the river Touvre, which furnishes a water power of from 200 to 450 horses, according to the season, there are found in the vicinity ores producing cast iron of great strength, and important forests which supply abundance of charcoal, which alone is used in the establishment. The blast furnaces are sufficient to supply the greater part of the iron. There are ten reverberatory furnaces, for melting the iron used for casting the guns, and two hours are sufficient to bring the metal to a liquid state. The moulds are formed by the superposition of several boxes containing sand. A pit, 24 ft. 7 in. deep, receives the mould, which is easily handled by a 40-ton crane. The heavy naval guns are not of homogeneous metal throughout, but with a central part of cast iron strengthened with a double row of steel rings. They are all loaded at the breech, and are rifled with three grooves. There are two shops for finishing the guns, and a third is being built. To these shops the rough casting is brought by a travelling crane, and the gun is bored and turned, and afterwards the hoops are shrunk on, care being taken that the initial tension of the steel does not exceed certain limits. The trunnions are formed upon one of the cast steel rings. These operations completed, the breech is bored, and the screw cut upon it by which it is secured in the gun. Lastly, the piece is placed in the rifling machine. The four calibres employed are as follows: 6.299 in., 7.441 in., 9.448 in., and 10.630 in. Among the heavy guns passed in review by the author of the book under notice, are the Armstrong, the Blakely, and the Whitworth systems of ordnance. The piece of 7, so called the Reffye, after its inventor, is a gun recently employed in the French artillery; it is a breech-loader, and can throw a projectile weighing 7 kilogrammes (15.4 lbs.) for a distance of 4,500 yards. This gun combines the lightness and portability of field pieces, with the accuracy and range of siege guns of average calibre. The grooves are numerous, in order that an equal action may be imparted to the whole surface of the lead-covered projectile. The gun is of bronze, made of 100 parts of copper to 11 of tin. The total length of the piece is 6 ft. 8 3-4 in., the diameter of the bore is 3 5-16 in., and the weight of the complete weapon is 1,320 lbs. The charge is divided into two parts, the cartridge and the projectile, their respective lengths not permitting their being united. Forty-two ounces of compressed powder, arranged in discs, form the charge, which is placed in a metallic envelope, the net price of which, complete, is 1.10 francs. As to the projectile, it is cylindro-conical, of cast iron, 9 1-4 in. long, and covered with a zinc envelope. The shells are ignited by a percussion fuse. This type of ordnance, rendered celebrated during the defence of Paris, principally on the plateau of Avron, will play an important part in the future of French artillery."

FACTS FOR THE LADIES. - Mrs. B. H. Man, Westville Centre, N. Y., has used her Wheeler & Wilson Lock-Stitch Machine constantly since 1856 in sewing for several families, without any repairs; eleven persons have learned to use it. See the new Improvements and Woods' Lock-Stitch Ripper.

LETTERS IN THE NEW YORK POST-OFFICE.

THE following is a list of letters remaining in the New York Post-office on the dates given. These letters are retained in the New York Office for one month from date, after which they are sent to the Dead-Letter Office, Washington:

AUGUST 23.

Bell, J. B., Captain.	Kay, W. J., Captain.
Decker, John, Captain.	Leach, C., Colonel.
Fisk, James, Colonel.	Niles, C. A., Captain.
Ferguson, J. W., Colonel.	Pearson, L., Captain.
Howell, second assistant eng'r.	Redding, W. F., Captain.
Irvine, W. L., Colonel.	Spaulding, L., General.
Jones, A. G., Captain.	Samson, G., Captain.

AUGUST 27.

Barrow, David, Colonel.	Moseley, M. D., Captain.
Cloud, C. A., Colonel.	Palmer, W. J., General.
Harrison, L. M., General.	Tedford, F. J., Major.

DIED.

YEATON. - In Naples, Maine, on the 17th inst., Captain FRANKLIN YEATON, U. S. A., aged 24 years.

STURDY. - At Gettysburg, Pa., Aug. 23, EDWARD WILLIAM, beloved child of Lieutenant C. W. Star, U. S. Navy, and Edith L. Sturdy, aged 5 months and 17 days.